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## LOST IN THE JUNGLE.

SHIPPING APPRENTICE'S  
AMAZING EXPERIENCE.

SIX DAYS AND NIGHTS.

HERO OF BORNEO STORY AT  
SINGAPORE.

The most sensational adventures of Marryat's seafaring heroes were rivalled by the experiences of a young British ship's apprentice who spent six days and six nights lost in the jungle on a small island off Borneo, and who arrived at Singapore on August 17th by the *Kajang*.

A *Straits Times* representative found the hero of this story in the officers' quarters at the Seamen's Institute. His name is R. G. Ingram, and he missed spending his twenty-first birthday in the jungle by two days. He is scarcely five feet high, slight of build, and seems far from strong enough for the arduous experiences he has undergone.

However, apart from the after-effects of a severe attack of malaria he is fit enough, and his skin, which was a mass of mosquito bites and scratches a few days ago, is now almost completely healed up.

Ingram's adventures commenced on July 25th, when his ship, the *Hain* steamer *Trevethoe*, was berthed at Cowie & Co.'s coaling station at Sebatik, a small island off the east coast of Borneo. This station consists of nothing more than a clearing containing the mine, a cluster of native huts, and the manager's house, and is surrounded by a wall of virgin jungle.

A Path in the Jungle.

About 2 p.m. Ingram went ashore for a walk. On the previous day he had wandered up a native path through the jungle and had lost his pipe, and he decided to go back and look for it.

He had gone into the jungle about 300 yards when he saw some wild fruit off the path.

He decided to take some of it back to the ship. By the time he had reached the tree and turned round to go back he was completely lost.

It appears that there was one main path used by natives going to the coaling station, and there were tracks branching off in every direction. Ingram did his best to find the main path, and wandered about for two hours, but sunset found him hopelessly lost.

He took his misfortune philosophically and lay down with the idea of getting some sleep.

The Mosquitoes.

Sleep, however, was out of the question. He was attacked by mosquitoes and ants in such numbers that he had to keep moving throughout the night.

He spent the next six days and nights wandering about the jungle. He had nothing on but a shirt, a pair of trousers, and a pair of shoes and he

had nothing in his pocket but four cigarettes and a box of matches which got wet and became useless.

In that respect, therefore, he was unluckier than the two planters who were lost for three days in Johore, for they were able to light a fire to keep the mosquitoes off at night.

With the idea of reaching the sea Ingram followed the courses of several streams, walking in the water as the jungle on the banks was impenetrable, but every time he arrived at an impassable mangrove swamp.

Crocodile Menace.

On the second day he came to a swamp which seemed to stretch as far as he could see, but he determined to cross it and reach the sea if possible.

He accordingly waded out with the water up to his knees, sounding the bottom with a four-foot stick all the way, but after he had gone a hundred yards the stick suddenly sank out of sight and he hurriedly retraced his steps.

In venturing into this swamp Ingram was taking a serious risk, and it was perhaps his ignorance of tropical country which accounted for his nerve. At all events he calmly told his interviewer that he saw numerous crocodiles on the banks of the river and along the swamp, but they appeared to take no interest in him and slid off into the water when he approached.

No Sensations.

Ingram had no sensational adventure to relate. He seemed to think that the fact of his blundering about in the pitch darkness of the jungle for six nights in succession was nothing remarkable. The only sleep he got was occasional snatches in the day time, as the moment he stood still at night hordes of insects attacked him.

He frequently saw pig and monkeys, and almost stepped on pig at night several times, but he did not come across a single snake. Had he been cursed with a nervous disposition his ignorance of his circumstances would have worried him considerably, for he did not know that Sebatik was an island, and for all he knew he was wandering about the mainland of Borneo. He also did not know that tigers are not found in Borneo, and he was "prepared for anything," as he puts it.

As a matter of fact Sebatik is about 60 miles square and Ingram must have crossed it at least once, as the only sign of human habitation he saw—a fisherman's hut in a swamp—was eight miles away from the coaling station on the other side of the island.

(Continued on next column.)

## NO ROOM FOR IDLERS.

LORD BIRKENHEAD'S WARNING.

A HARDER WORLD.

"My advice to you is to meet success, when it comes to you, like a gentleman, and to meet disaster like a man," said the Earl of Birkenhead, Secretary for India, when he distributed the prizes at Birkenhead School, which he attended as a boy.

Lord Birkenhead continued:

As you force your way in the hard struggle which the war has left with Englishmen and Englishwomen, you will never know the pleasant, easy life we knew in this country before the war, when there were hardly any taxes, and we spent half our time in complaining of those which there were; and when we had none of the misfortunes through which the ship of State must be steered to-day.

You can never know life or the world as it was before the war. This is a hard truth, but one which should be learned by the younger among you—that you and I, and our children after us, will live a severely competitive life in a hard, competitive world.

The Habit of Industry.

It is all to the good that we are beginning to realise that we are living in a country which in the future will not be a country either comfortable or self-supporting for idlers. It will be a country in which workers may find it difficult to obtain even a means of subsistence.

Therefore, while you are young, cultivate the habit of industry. I regret that I never did so. I can speak with the knowledge and experience of the value it would have been to me had I cultivated the habit when I was your age.

Six Days' Hunger.

Ingram had nothing whatever to eat for six days. On the last day he found two small bird's eggs, but they were both addled. Fortunately, however, he had water. He drank from streams and wherever he could find it, and some of the stuff he drank was stagnant and rank.

He could have found his bearings by the sun, but the sky was overcast most of the time, and he could not see the sun through the trees.

Only once, when he climbed a tree on a hill, did he see the sea, and on the third day he had an unpleasant experience.

He had climbed tree to get his whereabouts when he heard the siren of the *Trevethoe* blow three times, but it was some distance away and although he set off in the direction of the sound he was as unsuccessful as ever.

Ingram says that he felt no fear the whole time. His hunger faded into a dull ache after the third day, and he kept his spirits up by singing at the top of his voice.

Jungle Noises.

He is not cursed with an imaginative disposition and felt little alarm at night, although he heard all sorts of noises in the jungle. He had the sense to keep to the high ground at night, otherwise the crocodiles might have got him.

"One night I could swear I heard a gramophone," he said, "and often I thought I heard the chime of bells." An experienced oil prospector who was present interpolated to say that he had heard similar noises in the jungle.

Help at Last.

By the time he was found on the sixth day Ingram says he had given up hope. He was completely off the game tracks and paths he had been following and was lying down in the undergrowth, wishing that one of the trees which he heard crashing down from time to time would fall upon him.

Suddenly something impelled him to shout, and he was answered. However, he had been answered by the echo so many times that he took no notice.

Suddenly he heard voices and realised that rescuers were in fact at hand.

He crashed through the jungle until he came to a path where he met a party of five Dyaks, who shook him warmly by the hand (the thought of the \$200 reward offered by the coal company, in their minds), gave him some rice, and led him to their village three miles away.

Leeches Take Toll.

The Dyaks then sent word to the manager of the coal station, who came in his launch, and it says much for Ingram's endurance that he laughed at the idea of using the stretcher which had been provided.

He presented a remarkable spectacle, however. He was almost naked, having lost the whole of his shirt and one shoe, while his trousers were mostly nonexistent and his skin was covered with the marks of mosquitoes, leeches, and ants.

His feet, in particular, were in a dreadful state owing to leeches, and it is doubtful whether he could have walked much farther.

The Adventure Ends.

The natives at the village showed him every kindness, and Ingram was much perplexed when the Dyak women came out of their houses and threw rice over him to scare away the evil spirits, as he learnt afterwards.

The manager of the coal station, who had had fifty men out searching the jungle, was overjoyed to find him and took him to his bungalow.

The next day Ingram went down to Tawau, where he caught the *Kinabalu*, for Sandakan, and went on to Singapore in the *Kajang*, having a severe bout of fever on the way.

The *Trevethoe* waited three days at Sebatik and then resumed her voyage to Portland, Oregon, the captain leaving a sum of money and Ingram's clothes behind. Ingram, who was 21 on August 5th, has sent a cable to his home at Torquay, and leaves for home by the *Macedonia* this month.

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### THURSDAY

MUSICAL TIFFIN—1-2 p.m. \$1.25 per cover.  
SPECIAL—(Chicken Pie).  
TEA DANCING—5-7 p.m.  
DINNER DANCING—8-12 midnight. \$1.50 per cover.

### FRIDAY

MUSICAL TIFFIN—1-2 p.m. \$1.25 per cover.  
SPECIAL—(Choucroute Garnie).  
TEA DANCING—5-7 p.m.  
DINNER DANCING—8-12 midnight. \$1.50 per cover.

### SATURDAY

MUSICAL TIFFIN—1-2 p.m. \$1.25 per cover.  
SPECIAL—(Bouillabaisse).  
TEA DANCING—5-7 p.m.

## CARNIVAL NIGHT

SPECIAL DINNER—\$3 PER COVER

### NOVELTIES.

KINDLY RESERVE TABLES IMMEDIATELY.

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TELEPHONE C. 1576 FOR RESERVATIONS. [128]

THE NEW FRANCHISE  
THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3

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WEEKLY PRESS, July to December  
1925

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## DIFFICULTY ABOUT EMPIRE FILMS.

THEY ARE NOT PROFITABLE

LITTLE MONEY IN HISTORY OR  
PATRIOTISM.

[BY SIR SIDNEY LOW.]

Most of us agree that we ought to have British Empire films for the British Empire, but there are some practical difficulties to be surmounted before this ideal can be attained.

In the first place it must be remembered that we have not been left entirely without films dealing with great characters and romantic episodes in British history. We have had Nelson, Mary Queen of Scots, Drake, the Mayflower, Cromwell, and others. A "Boadicea" is about to be produced, and another "Nelson" picture is in preparation. Two respectable British companies for some years specialised in British historical and British Empire films; and we have had travel films and educational films of Imperial interest of the highest quality, not to mention magnificent transcripts of episodes in the last Great War like "Ypres" and "Armageddon."

Why have we so few of such pictures? Why do not British firms produce many more of them? The answer is that they are not profitable. British exhibitors, apparently, think that the British film-going public does not want these things. There is "no money" in historic or patriotic films, or not very much. They can hardly repay their capital expenditure unless they are very economically produced.

Some of the pieces mentioned above were virtually subsidised by the naval or military authorities. Others have been made under specially advantageous conditions. "Livingstone" was a moderate success commercially because it was produced for a relatively insignificant sum. If it had cost a quarter as much as the average American big feature film its proprietors would have lost money over it.

### Patriotic But Unprofitable.

Picture-stories, adequately presenting the romance, adventures, victories, and tragedies of the British peoples, could not be produced cheaply. If done on the great Hollywood or Ufa scale, as in "The Birth of a Nation," "Captain Blood," and "The Nibelungs," they might cost anything between fifty thousand and a hundred thousand pounds. Could a British producer expect even half the former amount with a reasonable prospect of recovering his outlay in the only markets available?

The picture-houses in the Dominions, even if he got all of them—and he would not get all—would not suffice to give him back his money. From America and the Continent he could expect nothing. He would be a very heavy loser unless his picture were screened, at a good rental, in the majority of the British kinemas. That would not be the case at theatres. The picture would not be shown by the majority of the English exhibitors unless it were sold to them at a price too low to be remunerative. "Empire" films will not be profitable until the public and the exhibitors have been trained to think them worth paying for.

Englishmen are as patriotic in essential matters as other people. But they do not take their patriotism with them when they go to a show. Such appeals to the national sentiment and tradition as the German "Fredericus Rex" or the great Swedish "Charles the Twelfth" film would not be commercial successes here. So at least—the trade—believes.

Four years ago I proposed to make a film-story out of one of the most striking personalities and most interesting series of events in our history leading London production to several leading London film-renting companies. They all with one accord began to make excuses. They said it would be a "costume" piece, and said costume pieces do not attract. Also that the large sum required for its production could be more profitably expended in importing ready-made reels from America.

German Enterprise.

Soon afterwards I was in Berlin, where I came into contact with the directors and managers and other leading men of the great Ufa-Decca Corporation. I happened casually to mention to some of them my proposed great British historical picture. They were at once keenly interested and said they would be glad to consider my synopsis if I would submit it to them. I declined the invitation because I thought the subject eminently one for British treatment and production and did not care to see it in foreign hands.

Sir Robert Donald says the Empire film industry could be built up by men of big ideas prepared to meet the obligation of a few years' pioneer work. Quite true, but let us see what that implies. It means that these men must have not only "big ideas" but a big—very big—capital. They will need money enough to produce annually at least twenty, and preferably forty, first-class pictures, at say, £20,000 a-piece, for some 2, 4, or 5 years at a loss. With the British public has been a length educated to like films of the right kind handsome profits may be earned.

In the meanwhile there must be a vast and temporarily non-remunerative expenditure. If the enterprise is to succeed a company or wealthy syndicate must be prepared to put down a million sterling, with little or no prospect of immediate return.

### Wealth of Talent.

That is the prime condition. Can it be fulfilled? If it can the rest is not easy certainly, but possible. Good producers are to be had. Some are British; others can be engaged from abroad if suitable terms are forthcoming. The great American companies do not depend on native

(Continued on next Column).

## HONGKONG STOCK EXCHANGE. CLOSING QUOTATIONS.

August 26th, 1926.	
Bank of China	\$11.00 sel.
Do. London	\$11.00 nom.
Chartered Bank	\$20.00 buy.
Mercantile Bank of India	\$20.00 nom.
Do. U.S.	\$21.00 nom.
P. & O. Bank	\$24.00 buy.
East Asia Bank	\$24.00 nom.
Canton Insurance	\$1.00 sel.
China Underwriters	\$1.00 nom.
North China Insurance	\$1.00 nom.
Union Insurance	\$2.00 buy, 238 sel.
Yangtze Insurance	\$3.00 buy.
China Fire Insurance	\$2.00 buy.
Hongkong Fire Insurance	\$2.00 nom.
Dongas	\$2.00 buy.
H.K. & M. Steamboats	\$2.00 nom.
Hongkong Tugs	\$1.00 nom.
Indo-China (1924)	\$2.00 nom.
Do. (1925)	\$2.00 nom.
Shanghai Express	\$2.00 buy.
Star Ferry	\$2.00 sel.
Waterworks	\$2.00 sel.
China Sugar	\$2.00 sel.
Maoban Sugar	\$2.00 nom.
Banquet	\$2.00 nom.
Kailash Mining	\$2.00 nom.
Langkai (combined)	\$2.00 buy.
Do. (single)	\$2.00 buy.
Shanghai Express	\$2.00 sel.
Shanghai Loans	\$2.00 nom.
Beau	\$2.00 nom.
Tonghai Mines	\$2.00 buy.
Ural Caspian	\$2.00 nom.
H.K. & K. Wharves	\$2.00 sel.
H.K. & W. Docks	\$2.00 sel.
Hongkong	\$2.00 buy.
New Engineering	\$2.00 buy.
Shanghai Docks	\$2.00 buy, 112 sel.
H.K. & S. Hotels	\$2.00 sel.
Hongkong Land	\$2.00 buy, 60 sel.
Hongkong Realty (1924)	\$2.00 nom.
H.K. Territorial	\$2.00 sel.
Humphreys Estates	\$2.00 sel.
Prince's Building	\$2.00 sel.
Kwai Lunat	\$2.00 buy.
Ewo Cottons	\$2.00 buy, 9.35 sel.
Oriental	\$2.00 sel.
Shanghai Cottons (old)	\$2.00 buy.
Do. (new)	\$2.00 nom.
China Buses	\$2.00 buy, 24 sel.
Hongkong Tramways	\$2.00 sel.
East Asia (old)	\$2.00 nom.
Do. (new)	\$2.00 nom.
Singapore Tramways	\$2.00 buy, 12 sel.
Tans	\$2.00 sel.
Amusements	\$2.00 buy.
Canton Ice	\$2.00 nom.
Cement (combined)	\$2.00 sel.
Do. (old)	\$2.00 sel.
Do. (new)	\$2.00 sel.
China Lights (combined)	\$2.00 sel.
Do. (old)	\$2.00 sel.
Do. (new)	\$2.00 buy.
China Provident (old)	\$2.00 nom.
Construction	\$2.00 nom.
Dairy Farms	\$2.00 sel.
Lee A. Wings	\$2.00 sel.
Hongkong Electric	\$2.00 sel.
Macao Electric	\$2.00 nom.
H.K. Ropes (combined)	\$2.00 sel.
Do. (old)	\$2.00 sel.
Do. (new)	\$2.00 sel.
Lane Crawfords	\$2.00 nom.
Mackinnon	\$2.00 nom.
Singapore	\$2.00 nom.
United Asbestos	\$2.00 nom.
Watsons (old)	\$2.00 nom.
Wm. Powell	\$2.00 nom.
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## RUBBER MARKET.

### SHARE TRANSACTIONS.

Messrs. Carroll Bros. have been advised by cable that the final dividend of 1/- declared by the Kaub Australian Gold Mining Co., Ltd., is payable on September 30th. They also report the following sales of Rubber shares and dividends:

Glenalvie	\$2.65
Jerams	2.83
Kedahs	1.52
Lunas	4.35
Lunas	4.20

Dividends:—20 per cent. interim payable by the Lunas Rubber Estates, Ltd., making 22 per cent. for the year.

## EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

Buyer, August 26th.	
Paris	171 1/2
Brussels	177 1/2
Amsterdam	12.11 1/2
Berlin	20.39
Copenhagen	18.23
Vienna	34.43
Helsingfors	192 1/2
Lisbon	2.17/32
Buenos Aires	45.6/16
Shanghai	2/11 1/2
Yokohama	1/11.21/32
New York	4.55.9/16
Geneva	25.15
Milan	14.02
Stockholm	18.15
Oslo	22.15
Prague	163 1/2
Madrid	31.58
Rio	7.19/32
Bombay	1/8
Hongkong	2/23
Silver (forward)	29 1/2
Silver (spot)	29 1/16

talent alone. They bring over Germans, Austrians, Swedes, Danes. Our "Empire" syndicate could do the same if it had the requisite resources. First-rate producers of any nationality know their own market value.

On the literary and artistic side we should be well equipped. Our actors, dramatists, novelists, and potential scenario-writers are as good as any in the world. But they would have to adapt themselves to the screen and the screen public. This is where capable direction and keen insight into mass psychology will be needed. If we are to have Empire plays which will attract that many-headed multitude of the picture houses they must be prepared by men who know their subject, in collaboration with others who know "what the public wants" and even know how to make the public, by judicious treatment, want something else.

A man of imaginative genius and organising capacity might be able to do it; but the screen millionaire must be found first. I hope Sir Robert Donald knows where to get it. I do not think he will find it in Whitehall or Downing-street—Daily Mail.

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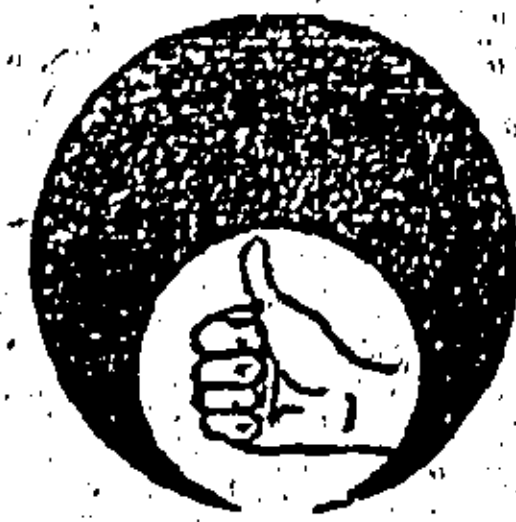
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## BATHING BEACHES.

IMPROVEMENTS AT REPULSE  
BAY AND CASTLE PEAK.

DEVELOPMENT OF OTHER BAYS  
RECOMMENDED.

### COMMITTEES COMPREHENSIVE REPORT.

The Committee appointed by the Government to report upon existing bathing facilities in the Colony, and to make recommendations regarding future policy, has completed its task.

The Committee comprised Dr. J. B. Addison, Principal Civil Medical Officer (Chairman), Sir Henry Pellock, Sir Shouson Chow, Mr. D. W. Trautman, Dr. A. G. M. Severn, Mr. E. W. Carpenter with Mr. W. Schofield (secretary).

The Committee confines its report to the beaches (other than Stonecutters' Island) which can be reached by land and has dealt with the following: North Point; Kennedy Town; Stonecutters' Island; Hunghom; Tai Wan; Repulse Bay; Castle Peak; Stanley Bay; Island Bay; Shek O; Cheung Sha Bay; near Castle Peak, Big Wave Bay and Deep Water Bay.

The public bathing beaches are divided into two classes—Class A: those which are used solely for bathing purposes and Class B: those which are used partly for bathing and partly for picnic purposes.

#### CLASS A BEACHES.

At these beaches all facilities are provided by the Government. The beaches are North Point, Kennedy Town and Stonecutters' Island. In 1924, 21,525 persons made use of the North Point beach. The Committee considers the facilities there are adequate.

Kennedy Town beach was used by 15,371 people in 1924. The Committee considers the beach is somewhat cramped and recommends that additional accommodation be provided by extension in a westerly direction. The provision of a fresh water service is also suggested.

Stonecutters' Island was used by 3,455 persons in 1924. The accommodation is regarded as sufficient. It is recommended, however, that urinals should be provided at all three beaches and a latrine near Stonecutters if practicable. Adequate life-saving appliances, it is stated, are already provided.

#### KOWLOON.

The Committee considers that Class A bathing facilities should be provided at Kowloon and visits were made to Hunghom and Tai Wan to judge the possibilities. The report is:

Hunghom—this is unsuitable as deep water comes up to the sea wall and bathing here would be dangerous for non-swimmers, and also the sea water here is apt to be fouled by oil.

Tai Wan—this beach is undoubtedly capable of development for bathing purposes, and we gather that the Kowloon Residents' Association is formulating a scheme for presentation to Government on the subject.

#### CLASS B BEACHES.

##### MATSHEDS.

Dealing with these beaches, used for bathing and picnics combined, the Committee's report states "the bathing is mostly from matsheds which are structures erected by private persons on sites licensed by Government, a charge being made for the licence. Little or no accommodation has hitherto been provided for those who have not the use of a matshed, and we recommend that this be remedied. We agree that matsheds are not beautiful but we consider that they are, *per se*, free from objection on sanitary grounds. We are satisfied that they afford a very considerable amount of pleasure and healthful recreation in fresh air to a large number of people including children. Being used as they are not only for bathing but also for picnic purposes they could not be adequately replaced by any form of bathing boxes, tents, or machines. From information we have received we find that the large majority of matsheds are in almost daily use either by the owner and his family or by friends. We therefore consider that there is no call whatever to abolish bathing matsheds or to forbid the erection of structures of that type in future.

The principal Class B beaches now are Repulse Bay and Castle Peak and it is recommended that Stanley Bay, Island Bay, Shek O and Cheung Sha Bay should be developed on similar lines. It is considered essential that sanitary conveniences and life saving appliances should be provided at all beaches of Class B. Life saving appliances are already provided at Class A beaches and at Repulse Bay. There should also be adequate arrangements for collection and disposal of refuse and an adequate staff for upkeep.

The Committee, then deals with the Class B bathing beaches individually and makes the following recommendations:

#### REPULSE BAY.

- There are at present 120 licensed matsheds at Repulse Bay, the area available is congested and we recommend that no further licences in this Bay be issued.
- We recommend that 2 sets of sanitary conveniences, each set containing accommodation for both sexes, be provided at or near two spots equidistant from the eastern and western ends of the part of the beach where matsheds are and from each other. We also recommend that sanitary conveniences for caretakers be provided.
- The facilities for bathing for persons not having the use of matsheds are at present confined to a few small canvas tents belonging to the Repulse Bay Hotel, for the use of which a charge of 50 cents is made; they are insufficient in number for the purpose they are meant to serve. We recommend that facilities be provided by the erection of two matsheds, one for the use of men, the other for women and children, divided each into 16 cubicles, at spots on which the Committee have agreed and which are known to the representative of the P.W.D. on the Committee, Mr. Carpenter. Should this public accommodation prove insufficient, it should be extended.
- We recommend that the rocks and boulders which at present entirely spoil the Eastern half of the beach be removed if possible, and that in any event two clear passages be made through them and that these be marked by posts. Further, we recommend that the western end of the beach be kept clear of boulders as much as possible.
- We recommend that undergrowth surrounding the matsheds which is at present at a considerable height and capable of hiding refuse be cut forthwith and kept cut.
- We recommend that fresh water taps for drinking water be erected at suitable intervals, also shower-baths if possible.
- We recommend that the stagnant pool of water at the West end of the Bay be drained and that the Hotel authorities be required to cease from dumping ashes at this spot.
- We recommend that the stream running down the middle of the beach be channelled down to low water mark.
- We recommend that the question of the danger of fire be considered by the proper authorities.

#### CASTLE PEAK BAY.

There are 23 private matsheds here. We recommend:

- That a raft be anchored out as at Repulse Bay.
- That life saving appliances be provided.
- That sanitary conveniences for men and women be provided.
- That licences be issued to erect matsheds at the small bay immediately to the South East of Castle Peak Pier.
- That a fresh water service be provided if practicable.

We do not recommend that facilities for the public be made at Castle Peak but we suggest that provision be made for these at Cheung Sha Bay.

#### STANLEY BAY.

There are at present 5 matsheds at Stanley. It is considered that there is room for 22 and it is recommended that licences be granted up to this number.

For general improvements we recommend:

- That the approach road be improved.
- That stones be cleared away.
- That brushwood at the edge of the beach be cut back.
- That bathing cubicles be provided on Crown Land nearby for 8 persons of each sex, the number being increased later if necessary; there being ample available space for expansion.
- That the pool on the beach be drained.

#### ISLAND BAY, SHEK O.

There are neither private matsheds nor other facilities here. We recommend:

- That public facilities be provided immediately to the west of the approach road to the Bay by the erection of two matsheds, one for men, the other for women and children, each divided into 16 cubicles.
- That a permanent structure be erected for use as a shelter and provided with seats.
- That due provision having been made for extension of (a) above, the remainder of the west end of the beach be laid out as sites for private sheds.
- That sanitary conveniences be provided.
- That life saving apparatus be provided.
- That due provision be made for scavenging.
- That a fresh water service be provided if possible.

#### CHEUNG SHA BAY.

There are neither private matsheds nor other facilities here. We recommend:

- That the greater part of this beach be reserved to provide facilities for the public and that as a commencement two structures, one for men and the other for women and children, each divided into 16 cubicles be erected.
- That a permanent structure be erected for use as a shelter and provided with seats.

(Continued on next column.)

## CANTON-KOWLOON RAILWAY.

### BRITISH SECTION.

#### REPORT FOR 1925.

The report of the British section of the Canton-Kowloon Railway for 1925, shows that the local passengers receipts amounted to \$332,363 as against \$332,942 for the previous year. The goods receipts were \$21,762 or \$2,236 less than the previous year. The gross receipts were \$430,575 as against \$430,156 for 1924, an increase of \$10,392.

The working expenses exceeded the revenue by \$99,323. The Fanning branch line receipts were \$11,034 or \$2,239 less than the previous year, the decrease in the number of passengers travelling being due to interference by the strike pickets stationed on the border.

Claims against the Chinese Section on account of suspension of through and joint sectional traffic, hire of rolling stock and demurrage at the end of 1924 stood at \$374,997.10 and the claim in respect of 1925 calculated on the same basis amounts to \$243,130.69, making a total of \$718,547.79.

The results of the past 5 years are as follows:

Year.	Gross Receipts.	Working Expenses.	Net Receipts.
1921.....	\$603,680.77	\$527,601.06	+\$76,079.71
1922.....	710,295.75	562,144.35	+148,151.40
1923.....	474,721.73	523,513.13	-49,791.35
1924.....	490,156.13	507,814.42	-17,658.27
1925.....	430,575.31	529,901.49	-99,323.18

### DARING BAG-SNATCHER.

ATTEMPT TO ROB CONSUL'S WIFE.

#### EFFORT FAILS.

The bag-snatcher who robbed Miss Mackay of her handbag on Monday night, and, later, made an unsuccessful attempt on Miss Levy, appears to have been again busy on the Peak on Tuesday night. At 7.50 p.m. Madame Albuquerque, the wife of the Portuguese Consul-General, and her daughter were in May Road, on their way back to their residence in Barker Road, after calling on friends at No. 2, May Road, when at a spot half-way towards the tram station, they were stopped by a Chinese, who caught hold of Madame Albuquerque's handbag. She resisted the attempt, at handbag, the footpad released his grip and ran away, in the direction of Bowen Road.

The description of the snatcher coincides with that given previously by Miss Mackay and Miss Levy.

(c) That a small portion of the Eastern end of the beach be reserved for private matsheds.

(d) That sanitary conveniences be provided.

(e) That suitable arrangements be made for the collection and disposal of rubbish.

(f) That life saving apparatus be provided.

(g) That rafts be anchored out.

(h) That a fresh water service be provided if possible.

Omnibus services to the two last named beaches would much facilitate their development as public bathing places.

#### BIG WAVE BAY.

We recommend that Big Wave Bay be not developed at present, as it is not considered safe for general public bathing on account of the heavy surf.

#### DEEP WATER BAY.

We do not consider that this Bay is suitable on account of the steep nature of the beach and the lack of suitable space for matsheds or other structures between high water mark and the motor road.

#### GENERAL RECOMMENDATIONS.

The report continues: We recommend that in future the superficial area of ground licensed for private matsheds or other private structures on any beach do not exceed 400 sq. ft. (20' x 20'), and that this be made to apply to any matsheds exceeding these dimensions which require reconstruction.

We recommend that hereafter whenever a licence holder on a B beach wishes to surrender or transfer his licence the option of taking it up be first given by the Licensing authority to those on any waiting list which may exist.

We may add that we do not regard the beaches in which a few matsheds have been put up, in the Tsun Wan channel and its neighbourhood, as being public bathing beaches which would require Government's attention, both because of their smallness and their unsuitability for public bathing owing to dangerous currents.

We are informed that certain applications to erect matsheds at Stanley and Repulse Bays have been received, but are held up pending this report; and we recommend that such applications be dealt with forthwith, in the case of those who wish to put up matsheds for this present season, by allowing such applicants to erect matsheds at Stanley Bay without waiting for the general improvements which we have recommended to be carried out there.

We consider that the bathing season should be from May 1st to September 30th, and that Government supervision and facilities need only be provided between those dates.

Lastly, as we find that the fees for matshed sites of the same area at Repulse Bay and at Castle Peak are very different, we suggest that permit fees for such matsheds be standardised throughout the Colony.

## STOLEN RING RESTORED.

LADY RECOVERS VALUABLE ARTICLE.

\$750 DIAMOND SOLITAIRE RING  
PAWNED FOR \$150.

THE PAWNBROKER'S POSITION.

Going to her jewel case to replace an article of jewellery on Wednesday, August 11th, Mrs. Hornell, wife of Mr. E. E. C. Hornell, of No. 304, The Peak, discovered that a very valuable diamond solitaire ring, with white gold, and claw setting, and a gold chain and sapphire pendant were missing from the jewel case. Suspicion rested on a former house coolie who had been staying in the servants' quarters, but who disappeared when the loss of the jewellery was discovered.

Although there has been no arrest made in connection with the theft, the ring, which is valued at \$750, has been recovered from a pawnshop, where a man giving a false address had disposed of it for a matter of \$150.

In connection with its recovery which was made during the afternoon of Thursday, August 12th, only a few hours after it had been pawned, an application was made before Major C. Willson at the Central Magistracy yesterday afternoon for the return of the ring to Mrs. Hornell. The reason the matter came before the Court was to decide whether Mrs. Hornell was entitled to the restoration of the ring without payment to the pawnbroker, or whether the latter was entitled to payment of the principal he had advanced on the ring before it was restored to its rightful owner.

Mr. M. H. Turner watched the case on behalf of Mrs. Hornell.

#### RING IDENTIFIED.

Mrs. Hornell stated that she identified the ring as her property. When at Home she had taken it to a goldsmith's and had it enlarged.

Mr. George Mellis, of Messrs. Falconer and Co., jewellers, Hongkong, recognised the setting of the ring as one which they made for all diamond rings. He also stated that the ring had been altered, by having a piece inserted to make it larger.

Asked the value of the ring, Mr. Mellis placed it at \$750.

A Chinese detective described how he made a tour of pawnshops in the Central and Western Districts on August 12th in the hope of tracing the missing ring. In the early afternoon he ran to call at a pawnshop at No. 47, Staunton Street. There he searched the entries in the books and eventually found one relating to a ring answering to the description of the missing one. He found it had been pledged for \$165 (\$150 advanced and \$15 interest). He took the ring to Mr. and Mrs. Hornell and to Messrs. Falconer's and it was identified by all three. When he (the detective) visited No. 27, Queen's Road West, which was the address given in the book by the man who had pawned the ring, he found that it was a house in course of construction, and that no one was living there.

An accountant of the pawnbroker in question produced his book with the entry referred to.

#### NO POSTPONEMENT.

This witness asked his Worship to postpone the hearing of the case, as his master wished to engage a solicitor.

The police stated that the pawnbroker had been warned that morning at 10.30 that the matter was coming before the Court that afternoon, and therefore he had had plenty of time to engage a solicitor.

A little later a note was received by his Worship from Messrs. Lee and Russ asking to be informed when their client's case would come before the Bench.

When it was stated by the police that it appeared that instructions were not given to a solicitor until the case had started, his Worship decided to continue the hearing, without postponement.

In answer to questions, the accountant said it was not often they pawned rings like that, although they accepted diamond rings.

It was stated by the police that this pawnshop was situated in "a rich and fashionable district" and was not the class of shop at which articles of much value, such as this ring, were usually pawned.

#### WHITE COAT AND PONGEE TROUSERS.

The accountant, in reply to further questions, said he accepted the statement of the man who pawned the ring that it was his own property. He thought this man would be in a position to own such a ring, because he wore a white coat and pongee trousers.

Asked why he did not advance more on the ring, the accountant said that all the map asked for was \$150.

Asked the value he (the accountant) placed on the ring, witness replied "over \$400."

His Worship ordered that the ring be returned to Mrs. Hornell without payment of principal (\$150) or interest (\$15).



## ACTIVITY OF PICKETS.

MORE FIRING THAN USUAL.

HUNDREDS OF PRISONERS AT THE TUNG YUAN.

REVOLT FEARED IN SOUTH KWANGTUNG.

[FROM OUR CHINESE CORRESPONDENT.]

Pickets were particularly active on Tuesday night and there was a good deal of firing. At all costs, apparently, they are determined to hold on to their present lucrative positions and the suggestion of opposition brings them together in considerable force.

Hundreds of men and women are being kept at the Strike Headquarters at Tung Yuan, many of them because they have failed to procure sufficient funds to pay their fines. Most of the prisoners held to be "guilty" of having violated strike and boycott regulations.

The Tung Yuan will be visited by a delegation of Communists and members of the Kuomintang Workers' Delegate Conference on August 28th, and this delegation, it is suggested, will assure the strikers of Kuomintang support.

The Kuomintang, by executive order No. 405, has again directed all executive and judicial officials in Kwangtung not to arrest members of the Kuomintang or to interfere with actions of the Kuomintang Party. Kuomintang members, it may be explained, like the Bannermen of the Manchu days, have become a privileged class. Recently, however, military officers in Toisan took some Kuomintang leaders into custody and only a few days ago a Kuomintang leader, Chan Chok Sam, was shot, having been accused of corrupt practices and other unlawful acts while wearing his badge as a follower of the three people's doctrines of the late Dr. Sun Yat Sen.

An "anti-Red" worker was found murdered on the morning of August 23rd near the North Parade Ground in Canton. This has again aroused much bitterness in the Central Labour Union, but the Union is now helpless, as the Kuomintang is holding eight officers of the Union in custody and a warrant is out for Chan Sum, a leading figure of the same organization.

## PEASANTS' CONFERENCE.

More than 30 delegates to the convention of the Kuomintang Peasant's League at Canton have now arrived. They represent six provinces, including Honan, Anhwei, Kiangsu and Chekiang. Before the formal opening of the convention, members of the Kuomintang Propaganda Bureau will address the delegates on the principles of the Kuomintang and the Communists Party.

Persons whose duty it is to protect freight and passengers on board vessels in Canton waters may now carry arms on payment of a license fee of from \$10 to \$20. In order that trading vessels may be distinguished from pirate boats, owners of trading vessels are required to procure triangular red pennants on fees varying from a few dollars to several hundred according to the size of their craft.

Three policemen attached to the 12th District Police Station at Fati were executed last week by members of the Kuomintang without permission, it is alleged, from Canton Headquarters.

## FEARED REVOLT IN THE SOUTH.

The Kuomintang again claim the capture of Yochow. It is stated that the town was taken on August 23rd. Five aeroplanes, all piloted by Russians, are said to be assisting the Kuomintang forces in Hunan.

General Chen Tai Tang, commanding the 11th Kuomintang Army Division in Southern Kwangtung, is declaring "a state of war" in his territory. He has received information that opponents of the Kuomintang are influencing the former followers of General Chan Kwing Ming in the lower eight prefectures of Kwangtung to revolt against the Canton regime.

Mr. George Hsu Hsien, the representative of Feng Yu Hsiang, the "Christian General," accompanied by Mr. Li Ming Tsung, a well-known Chinese Communist, has arrived at Canton. He landed from a Shanghai boat on August 24th.

Stating that Mr. Chen Fan, their principal, is not a real revolutionary—Mr. Chen has been accused of being friendly to the "anti-Reds"—the students of Canton Middle School No. 1 are asking for his resignation.

## SIR SHOU-SON CHOW.

GUEST OF CHINESE GENERAL CHAMBER OF COMMERCE.

LAST NIGHT'S DINNER.

In appreciation of his valuable services to his compatriots in Hongkong and in recognition of the honour recently conferred upon him by the King, Sir Shou-son Chow, senior Chinese member on the Legislative Council, was last night entertained at dinner in the Yee Woo Restaurant, West Point, by the Hongkong Chinese General Chamber of Commerce.

Fully 150 representative Chinese were present. The guest of the evening was formally congratulated upon his recent appointment to the Executive Council and upon having received the honour of knighthood.

Mr. Li Yau Tsun, Chairman of the General Chamber of Commerce, was the toastmaster of the evening, supported by other officers of the Chamber.

## CHAIRMAN'S SPEECH.

Mr. Li Yau Tsun said that they were glad that Sir Shou-son had honoured them with his presence that evening. In January last, the high honour of knighthood was conferred on him, and last month he was appointed a member of the Executive Council of Hongkong. A seat in the Executive Council carried with it important duties; and, in the history of Hongkong, no Chinese had ever before been appointed to it—Sir Shou-son was the first Chinese to receive the honour.

Within half a year, he had thus been doubly honoured, and the whole Chinese community of Hongkong were proud of the distinction which had delighted them all. Sir Shou-son had been their senior representative for nearly five years, and during that time he had done very much to promote the welfare of the Chinese. (Applause.) Hongkong had been passing through difficult times, and, thanks to the co-operation of Sir Shou-son and the Hon. Dr. Kotewall with the authorities, peace and order had been so successfully maintained that the Chinese had been able to pursue their occupations peacefully. (Applause.) The appointment of Sir Shou-son to such a responsible post by the Hongkong Government was verily a mark of appreciation of his hard work and an encouragement of meritorious efforts.

They, on their part, regarded his appointment as an unprecedented honour to the Chinese community, and also as a realisation of their long-cherished aspiration. Henceforth, it would be said that the Chinese had a share in the Government of the Colony, and misunderstandings between the East and the West would become even fewer. This appointment was evidence of the impartiality of His Excellency, Sir Cecil Clementi, as well as his kindness towards the Chinese. They were grateful to His Excellency for his broadmindedness and even-handed benevolence, and he (Mr. Li Yau Tsun) would avail himself of that opportunity to express, on behalf of the Chinese community, their grateful thanks to him.

Sir Shou-son was over 60 years of age, and, under ordinary circumstances, he would retire to enjoy a little rest, but in view of the present situation and for the sake of the Chinese community, they could not but request him to continue his arduous work, and they hoped that he would become stronger as he grew older. They wished him perfect health so that he might continue to do much good among the Chinese. In tendering him their heartiest congratulations and best wishes, he would ask them to rise to drink to the health of Sir Shou-son Chow.

## SIR SHOU-SON CHOW'S REPLY.

Sir Shou-son Chow, in expressing thanks to the Chairman and his hosts, said that he was very grateful to them for asking him to come to so sumptuous a dinner. They had arranged the dinner in order to congratulate him, because of the honour of knighthood conferred upon him, and because he had been appointed a member of the Executive Council. He felt very much abashed and ashamed. Since the free intercourse between the nations began, there had been five or six Chinese who had the honour of receiving a knighthood from the British Government, and, among the living, there were only Admiral Sir Sah Chen-ping, his old friend Sir Robert Ho Tung and himself. (Applause.)

He did not possess many good qualities nor great ability, and the knighthood was conferred on him, firstly, because he had served on the Legislative Council for some years, and, secondly, because

(Continued on next column.)

## GIRL GUIDE WORK IN HONGKONG.

A RECORD OF PROGRESS.

FOUR FLOURISHING BROWNIE PACKS.

(Contributed.)

Guide work in the Colony is progressing slowly but surely. The excellent work achieved by Lady Stubbs and Lady Stuart Taylor is being carried on with equal enthusiasm by Lady Clementi as Colony President and Mrs. W. B. A. Moore as Colony Secretary. Mrs. W. T. Southern (formerly Chief Commissioner in Ceylon) has been appointed Colony Commissioner. The Local Association is at present composed of the following members:—

Lady Clementi, M.B.E. (President), Mrs. Luard, Mrs. Stirling, Mrs. K. M. Dyer (Vice-Presidents), Mrs. W. T. Southern, Mrs. Creasy, Mrs. Duppuy, Mrs. Ferguson, Mrs. T. E. King, Mrs. Minett, Mrs. J. G. Murray, Mrs. E. B. Reed, Mrs. Koffey, Miss Sawyer, Mrs. Smalley, Miss Woo, M.B.E., Mrs. J. B. Wood, Mrs. Boylan-Smith, Mrs. Sorby and Mrs. W. B. A. Moore. Mrs. Dyer acts as Hon. Treasurer of the Guide Association, Mrs. Boylan-Smith as Badge and Literature Secretary, and Mrs. Reed as District Captain.

On May 8th the annual competition for the Prince of Wales' Banner was held in the grounds of Government House, by kind permission of H.E. the Governor. The 1st and 2nd Kowloon Guide Companies took part in the competition and the latter Company succeeded in retaining the banner for the second year in succession. Lady Clementi presented the banner to the winning Company.

An Officers' Training Class was held every Monday by Mrs. Reed at Government (by kind permission of His Excellency) until the end of July, and there was an average attendance of twelve.

The 1st Hongkong Company which had lapsed, has been reformed under Mrs. Greensmith, as Captain assisted by Miss Olive Xavier as Lieutenant. The Colony Commissioner enrolled twelve Guides at Mountain Lodge where Lady Clementi kindly entertained the whole Company to tea.

There are four flourishing Brownie Packs, the Peak, the Garrison School, the Quarry Bay and the Kowloon Packs. It is hoped to start the first Chinese Guide Company shortly.

In November, Miss Trotter (District Commissioner, East Herts) and Miss Wanklyn (District Commissioner, Chesham) are coming to the Colony to conduct a four months' training of Guides and Guiders.

It is interesting to realise that at the present day the Guides throughout the world number 613,300. The success of the movement is greatly due to the "sweet reasonableness" of the leaders. Sir Robert Baden Powell and Lady Baden Powell, who realise that Guiding in different parts of the world must be adapted to local conditions. Therefore, in Eastern countries where Eastern girls join in this world-wide sisterhood, concessions are given to the customs of the country.

The keynotes of the movement are service for others, and cultivation of all the Womanly Virtues: to quote Lady Baden Powell—"The aim of the Girl Guide Movement is to make efficient future women citizens, good housekeepers and mothers."

he was one of the commissioners to represent Hongkong at the Wembley Exhibition. He had been fortunate that the British Government selected him for the honour. As to the seat in the Executive Council, no Chinese had ever been appointed during all these years. He had been appointed to the responsible post, not because of any administrative ability which would deserve the recognition of the Government, nor because of any well-established reputation, which would win the approbation of his fellow-countrymen, but because of the broadmindedness and wide sympathy of His Excellency Sir Cecil Clementi and his love for the Chinese. His Excellency also saw the progress made by the Chinese and the ability of the Chinese in Hongkong to uphold law and order, and consequently the time had come for allowing Chinese to take part in the Executive deliberations; as he (Sir Shou-son) happened to be a representative of the Chinese he had been appointed by virtue of seniority. His wish to add that he had the benefit of the great assistance of his colleague, the Hon. Dr. Kotewall, who was brilliant, able and experienced; in all things in which they jointly took part, he (Dr. Kotewall) not only disclaimed any credit but gave all the credit to him (Sir Shou-son). They had also often done their best to assist him. He was fortunate enough to be appointed, and he was grateful to the Hon. Dr. Kotewall and those around him for the assistance rendered him. (Applause.) He was now old and could not do much, and though it was his intention to continue to exert himself to render service to the community, he was afraid that his energies were not over-abundant. He trusted that younger men would come forward to carry on the work and that many of those who came after him would be his superiors. He was obliged to them for their invitation and again he thanked them.

## ENGINE DERAILED.

ACCIDENT AT KOWLOON RAILWAY STATION.

TRAINS DELAYED.

A locomotive of the Kowloon-Canton Railway ran off the rails at the bend near Holt's Wharf yesterday morning, and a portion of the rail was severed. The engine was not drawing any carriages at the time. After about twenty minutes it was put back on the rails.

Owing to the mishap the morning train from Shumchun was prevented from coming to the station, and the running of the up train at 12 o'clock and the down train at 4.15 was cancelled. The trains which left and entered the station, had to use one of the side tracks. The damage was repaired before night, and to-day the ordinary service will again be run.

## MACAO REVENUE.

WHAT LOTTERY MONOPOLIST'S PAY.

A Chinese report states that tenders for the Macao Po Piu lottery were much more than in previous years, because of the boom met with by the present "farmer."

The privilege of running this "temple lottery" is handed out once in a few years. This week saw a tender of \$913,666 made by a firm other than the holder of the monopoly. If accepted, the new firm will take over in about four months' time. The amount mentioned, of course, is paid to the Macao Government by the "farmer."

The annual revenue from the opium monopoly is higher; and it is believed that the fantan "fee" is, or has been, higher than the amount mentioned above.

## A GAMBLE.

CHARITY THROWN IN AS BAIT.

A LOTTERY CASE.

What appeared to be a pure gamble instead of a charitable affair on the part of lottery promoters in Macao was exposed at the Central Magistracy yesterday when a Chinese employee of the Wing On Company was charged before Mr. R. E. Lindsell with possession of a book of tickets.

While the lottery purported to be for the benefit of the "Keng Hu" Chinese hospital in Macao, only 20 per cent. of the total amount (\$200,000) was to be paid to this institution, 70 per cent. being offered as prizes.

Defendant, when arrested at a local Bank in the act of selling the tickets, stated to the police that the book was sent to him at Macao by a director of his firm, but in court he said that he received it from a friend.

Replying to his Worship as to police views on lotteries, Sergeant Tyler said that every endeavour is being made to stop the distribution of Macao lottery tickets, as was evident from the seizures made from time to time.

Defendant was fined \$10 and order was made for one ticket remaining unsold to be confiscated.

## CURSED THE CONTRACTOR.

P.W.D. PROSECUTION AGAINST CHINESE.

Before Mr. R. E. Lindsell, at the Central Magistracy yesterday, Mr. Fong Sau Nin, the owner of a block of buildings at Sing Woo Road, was summoned for failing to comply with certain P.W.D. requirements.

Mr. C. A. Grimes of the Public Works Department, said that the work of properly surfacing with concrete a scavenger lane at the rear of the block had been delayed for a considerable time, despite a number of reminders, and that, in consequence of the delay, earth had fallen into the drainage system under the road and choked it.

Mr. L. D. Turner, who defended, said his client was very sorry and had seen and cursed the contractor, who was the guilty party in the case. Mr. Fong was away in Canton, hence this was no point in the owner's favour, as he should have realised the urgency of the matter and returned from Canton.

Mr. Turner replied that the contractor was well paid for the work and his client was entitled to get satisfactory service. The contractor had further been seen, and cursed at by the person looking after the owner's interests.

Fines of \$25 on each of three summonses were imposed.

## THE WEATHER REPORT.

The evening weather report, forecast and remarks, issued by the Royal Observatory at 4.20 yesterday, read as under:—

The depression over Yangtze Valley is still of considerable intensity and is producing a S.E. gale at Shanghai. Local forecast: S.W. winds, moderate, fine to cloudy.

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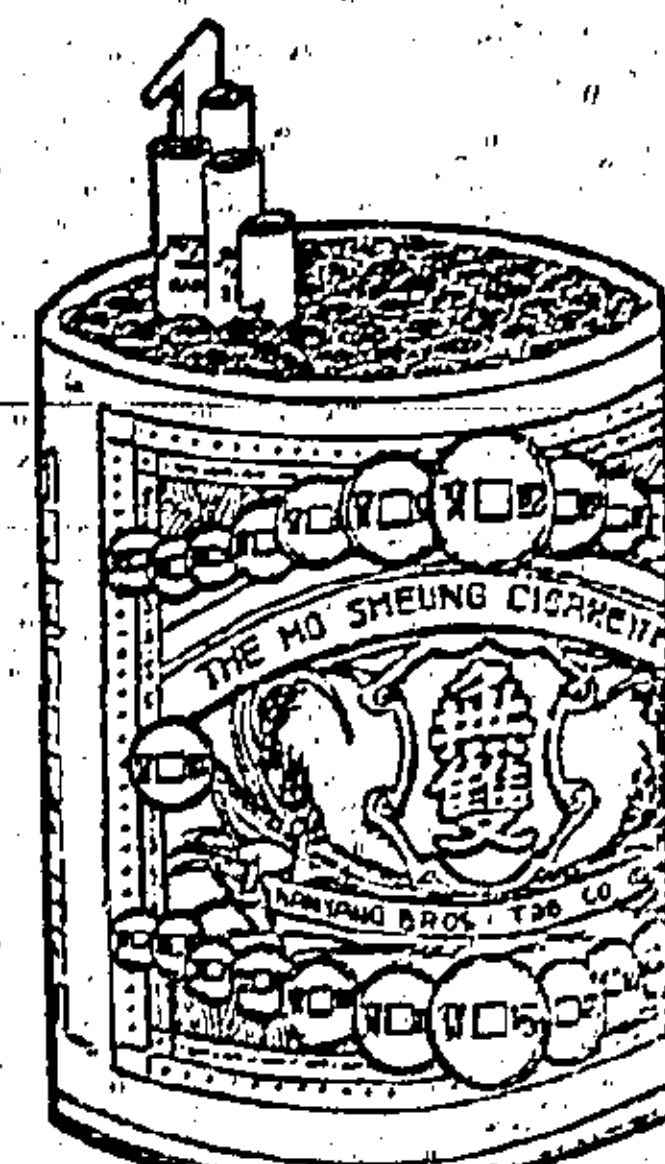
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[389s]

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X1—Macdonnell Road ... \$150/174  
C2—Bowen Road, 3 rooms ... \$115/\$130  
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**The Daily Press.**

HONGKONG, AUGUST 26TH, 1926.

## TRADE FORECASTS.

It has frequently been suggested that recent progress with mechanical and similar inventions has been much more rapid than has been the progress in organising society to make the best use of these new inventions. Every age has its Jeremiahs. We must not be over-awed by those who point out only the evils

of the present era. We should, however, take notice of any suggestions that are made to make the wheels of commerce run more smoothly.

Since the Great War the difficulties of traders have been much increased by the wild fluctuations in the value of the various currencies. In this part of the world, some of us wondered what was going to happen when we saw the local dollar soaring above six shillings. Many merchants who had had long association with Far Eastern trade thought it would go on soaring until it reached ten shillings. They were wrong. Experience has taught us that the wisest of business men cannot be absolutely sure about the fluctuations of exchange even for a few days ahead. Experts tell us now that the Hongkong dollar will "settle down" at the old pre-war figure of round about two shillings but we can accept no responsibility for the views of anyone on this delicate subject. All that we know is that violent fluctuations in the value of money exchanges are bad for trade.

It would obviously be of great advantage to the manufacturer and those engaged in the import and export business if reliable forecasts could be made not only in exchange values but in general trading requirements. We were sanguine that some light would be thrown on the latter subject when it was announced that the Royal Statistical

Society would discuss it. Dr. E. C. Snow read an instructive paper, but he definitely discouraged those who had hoped that twentieth century methods of organisation would enable business men to estimate more accurately in future the probable amount of business to be done in certain commodities. It is impossible, in his opinion, that business forecasting can ever become "even approximately an exact science."

Some interesting opinions, however, were advanced by Dr. Snow concerning the export trade of Great Britain. Most of us assume that unless Britain can greatly increase the value of the goods exported each year it will be impossible to continue to import the foodstuffs and the raw materials needed to maintain the population. It would appear, however, that Britain's "invisible exports" are growing steadily and are contributing more and more to the payment of our imports. "We may feel," said Dr. Snow, "that it would be better for twelve men to be engaged in making boots for export rather than that one insurance broker should be making £5,000 a year on foreign business; but the fact seems to be that those from whom we buy prefer the invisible to the visible method of payment for their food and raw materials and we have to recognise the fact." Which seems to show that, even if the value of manufactured goods being exported from Great Britain is not as great as it was in the pre-war days, yet the business men of the country are maintaining the value of the total annual trade. It must be remembered that when Napoleon used his famous phrase about the British being "a nation of shopkeepers" there was very little export of manufactured articles from the country. It may be that with the fierce competition due to the development of the natural resources of other countries, and the lower scale of wages paid in some of them, the British will become more and more "a nation of shopkeepers" or middle-men.

For all that, we should like to see greater efforts being made to produce fairly reliable trade forecasts. The Federation of British Industries issues a "Trade Barometer," which is useful. It deals with the general level of prices of all commodities. The statistics regarding probable consumption and production are usually fairly accurate. The great unknown factor, of course, is the action of the people who operate the market in any particular commodity. Surely this is a defect in organisation or in human nature that will be remedied in time. It is realised that the selfish action of rings and trusts has placed weapons in the hands of the communists and agitators. The more evidence that can be produced regarding the operations of such trusts the easier will it be to legislate against them. If they were eliminated sound forecasting of trade possibilities would be a practical proposition.

The death has occurred at Ipoh of Mr. D. H. Morison, manager of Gunong Rapat Estate, after a brief illness.

Mr. A. Landau, the new manager of the Café Parisien, has arrived to take up his post. He was formerly connected with the Palace Hotel, at Shanghai.

Several high temperatures were registered on the Chinese Coast on Tuesday according to the Royal Observatory return. The highest was 97 at Swatow.

A workman in the employment of Messrs. Trollope and Colls was severely injured in an accident at the Peninsula Hotel building on Tuesday. He was removed to the Kowloon Hospital in an unconscious condition.

There is to be a meeting to-morrow (Friday) evening of the Hongkong Rugby Football Club at which officers for the coming season will be elected. The meeting is to be held at the Board Room of Messrs. Jardine, Matheson & Co., and is fixed for 5.30.

Returning to the Colony yesterday by the s.s. Tandu were Mr. G. W. Keaton, of the Hongkong University, and Mrs. Keaton (from Yokohama); Mr. D. W. Tratman and Mrs. Tratman; Mr. W. Faid, Mrs. W. Fenton, Mr. and Mrs. J. S. Gillingham, and the Misses Gillingham (all from Kobe).

Last week was celebrated the 80th birthday of Mr. T. H. T. Rogers, the well-known and much respected doyen of the F.M.S. bar. Mr. Rogers, who was born in the year 1846, was called to the English bar during Hilary term in 1870, and practised in London until 1893, when he came to the Straits Settlements and, later, to the F.M.S., where he is still in practice.

While a party were bathing on the beach at Ting Kau (beyond Laichikok) on Monday night, a thief took advantage of lifting things from their motor-car left unattended on the road. In a report of the theft made to the police by Messrs. Fremoulet and Foquet, residents of Nathan Road, they estimated the loss in ladies' clothing, keys and other property at a total of \$38.00.

Yesterday reference was made to the approaching Golf Interport and to the fact that invitations had been sent out to prominent players asking them if they can obtain leave to visit Shanghai if selected to represent Hongkong in the interport. These players to whom invitations have been sent include:—Mr. A. Ferguson, Mr. I. W. Showan, Mr. R. M. Smith, Mr. T. D. E. Pendered and Mr. Andrews.

Recently, it will be recalled, an Indian constable was assaulted by two men while he was on duty at Yaumati. His revolver was stolen from him during the scuffle. One man was arrested shortly afterwards, was charged and remanded. This week the second man alleged to have participated in the affray was arrested in Hongkong. He will appear with his companion this morning at the Kowloon Court, charged with highway robbery and with assaulting a police officer while acting in the course of his duty. A remand will be asked for.

The Reel Club of the St. Andrew's Society intend holding ten practices at the City Hall on Tuesdays from 5.30 to 7.30 p.m. commencing on September 21st, at which instruction in highland dancing, i.e., foursores, eightsores and sword dances, etc. Instruction and piping will be given by members of the Scottish Company, H.V.D.C. Members of the St. Andrew's Society and their friends, including ladies, who wish to join the Reel Club are asked to send their names and a subscription of \$4 to the Hon. Secretary, Mr. R. C. Sutherland, c/o Palmer and Turner, before the date of the first practice.

On August 2nd, about 4.30 a.m., a gang of armed men, said to number six, entered No. 184, Woosung Street, Yaumati, the residence of a Chinese merchant, who with his wife and daughter were the only occupants of the floor at the time, and after obtaining the man's keys made off with \$1,500 in money, jewellery and other valuables. Four of the alleged robbers were arrested in Macao with a quantity of the stolen jewellery in their possession and as a result were charged with armed robbery. They will again appear before Mr. J. H. B. Nibill at the Kowloon Magistracy this afternoon, when further evidence in the case for the prosecution will be heard.

## FORTHCOMING MARRIAGE.

CAPT. C. D. ARMSTRONG, M.C.  
AND MISS D. HOLYOAK.

MRS. HOLYOAK AND DAUGHTERS  
EXPECTED IN OCTOBER.

Mrs. Holyoak and her daughters are leaving for Hongkong by the Blue Funnel liner *Antenor*, which sails from Liverpool on September 11th, and is expected here about October 12th.

The announcement of the forthcoming marriage of Miss Dorothy Muriel Holyoak and Capt. C. D. Armstrong, M.C., 1st East Surrey Regiment, was posted yesterday at the Secretariat for Chinese Affairs. The East Surrey Regiment is due to leave Hongkong for India at the end of October.

## GOVERNOR OF STRAITS

## SETTLEMENTS.

## OPERATION FOR APPENDICITIS.

H.E. Sir Laurence Guillemard was admitted to the European Hospital, Kuala Lumpur, on August 17th, and underwent an operation for appendicitis.

## LATER BULLETIN.

A bulletin issued at 11 a.m. on August 18th in Kuala Lumpur, and signed by Dr. K. Black, F.R.C.S., and Dr. E. M. Darnatt, F.R.C.S., reads as follows:—"His Excellency passed a comfortable night, and is progressing as well as can be expected."

## LOCAL WEDDING.

## PEGG-HUXTABLE.

A pretty wedding took place at St. John's Cathedral, yesterday afternoon, when Miss Francis Mary Margaret Huxtable (daughter of the late Mr. James Huxtable and of Mrs. John Kemp, of Dawlish, South Devon) was married to Mr. Hugh Handley Pegg (son of Mr. and Mrs. Carter Pegg, of Derbyshire). Both the bride and bridegroom are well-known and popular residents of the Colony, the former having been for some time a nursing sister in the Government's Medical Department and the latter being executive engineer in charge of the Roads Office of the Public Works Department.

The bride, who was given away by Mr. J. A. E. Bullock, of the Colonial Secretariat, was attired in a gown of white lace tulle, and veil, and she carried a bouquet of Honolulu crapes. She was attended by Miss R. Daye, as bridesmaid, and little Miss Stella Bullock, as flower girl. The former was attired in a dress of tango georgette, with peach coloured hat, whilst the flower girl wore a dress of peach georgette, with wreath of flowers, and carried a golden basket of flower petals.

Mrs. Bullock, the hostess, wore a dress of grey and blue marocain.

Mr. W. M. Cox, of the Chartered Bank, was "best man," and the marriage ceremony, which was witnessed by many friends, was performed by the Rev. A. D. Stewart.

After the ceremony, a reception was held at 157, The Peak, the residence of Mr. and Mrs. Bullock, where the newly-wedded couple received numerous congratulations and the customary toasts were honoured. Later, Mr. and Mrs. Handley Pegg left for the New Territories, where the honeymoon is being spent, the bride's going-away dress being of white crepe de chine and georgette, plated, with green lace coat and green hat.

## CHARITABLE SERVICES.

## AN EXTRA \$2,000 REQUIRED.

A sum of \$2,500 is usually voted by the Government each year for charitable services, to pay passages home and to relieve the destitute.

This year, however, there have been unusually heavy calls upon this fund and the \$2,500 has already been spent. The Finance Committee of the Legislative Council will, therefore, be asked this afternoon to vote a further \$2,000 to cover anticipated claims to the end of the year.

(Continued on next Column.)

## PROPERTY SALE.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa sold, by order of the mortgagee, a leasehold property known as No. 600, Queen's Road, West, and registered at the Land Office as the remaining portion of Inland Lot No. 1858.

The annual Crown rent of the property is \$15, and the area is 739 square feet. The upset price was \$10,000, and after one bid of \$500, the property was knocked down to Mr. Chan Kam, No. 124, Connaught Road, West.

## FUTURE SALES.

On Friday afternoon, September 3rd, Mr. de Sousa will sell at the China Auction Rooms leasehold properties at Nos. 161, 162, 163, 164, 165, 166, 167, and 168, Praya East, fronting the tram lines. These properties are being sold by order of the mortgagee and will be put up in three lots.

The first lot comprises No. 161, Praya East, with an area of 1,103 square feet and an annual Crown rent of \$30.

The second lot comprises Nos. 162, 163, and 164, Praya East, with an area of 3,149 square feet, and an annual Crown rental of \$58.

The third lot comprises the remaining four houses mentioned, with an area of 4,808 square feet and an annual Crown rental of \$70.27.

All the properties are held for the residue of the term of 999 years from October 2nd, 1855, created therein by a Crown lease dated June 30th, 1904.

On Tuesday, September 7th, Mr. de Sousa will offer for sale leasehold properties at No. 6, Liberty Avenue, and No. 2, Victoria Avenue, Kowloon, by order of the mortgagee. These properties will be put up in two lots.

The first lot comprises a piece of ground at Ho Mun Tin, Kowloon, together with No. 6, Liberty Avenue, held for the residue of the term of 75 years created therein by a Crown lease dated June 11th, 1923. The area of the property is 2,444 square feet, and the annual Crown rental \$13.

The second lot comprises a piece of ground at Ho Mun Tin with the second property mentioned, and held on the same terms as the first mentioned property. The area is 2,517 square feet and the annual Crown rental \$18.

## RAINSTORM DAMAGE.

A sum of \$2,700 is also required by the Kowloon-Canton Railway to pay for the repair of the damage caused by the heavy rainstorm on July 10th.

## THE ONLY WAY.

[THE SAD STORY OF A GAME OF GOLF ON A CERTAIN COURSE  
CONVENIENTLY NEAR THE SEA.]

I.  
We started off both quite serene  
At the second hole, for the first has been  
Buried in sand from tee to green.  
"Halved by a fluke,"  
Quoth she, "on a green impossibly bad."  
I had holed from the edge, and my heart was so glad  
I forgot to say sorry, and felt like a cad  
At her injured look.

II.  
The third is a snip for my mashie (deep face).  
But I'd left it at home, so my ball made a race  
Through the green, up the bank for a close embrace  
With the sensitive plant.  
I wasted two shots getting clear of the stuff,  
My four, for such tripe, was more than enough.  
She took two, and said "Keep calm in the rough."  
But I can't.

III.  
She pulled at the burn, and I prayed it might  
Find a lair in the jungle hidden from sight,  
With trees and bushes growing tight.  
All round it.  
For, after taking three strokes to cross,  
My only salvation must be her loss.  
But she was blessed with celestial joss,  
And found it.

IV.  
Then I drove the fifth green! and it caused such a flutter  
That "Maskee" was the strongest oath I could utter.  
As I chucked away several shots with my putter,  
For I'd done it!  
But what was the use of my prowess when she,  
After failing to drive as far as the tree,  
Laid a brassie shot dead, for a simple three,  
And won it!!

V.  
I took the sixth by getting a two.  
We both found the bunker, but mine dribbled through.  
She made a good bid, but it didn't just do!  
And at the next,  
Though stymied close beyond the pin,  
She used the slope to get round and in.  
It was such a crooked way to win,  
That I felt vex.

VI.  
Then she used her driver, but did not press,  
Which left her a sitter, as you might guess.  
To win the eighth—a cheap success,  
For it has no length.  
While I, looking up, missed my shot from the tee,  
And lifted the next one into the sea,  
Thus paying the passionate penalty  
Of masculine strength.

VII.  
With hope revived for the ninth I fought,  
Cheered by the slice on her drive which brought  
The cable house in her line. For I thought  
She'd surely funk it.  
But she bit on her grip, and she biffed with vim,  
And cleared the roof, with a swallow-like skim,  
Then ran up her third, and I looked grim  
To find she'd sunk it.

VIII.  
Five down, and eight, in a sixteen hole game!  
Set me looking round for something to blame.  
Sex war d'outrance, I felt forced to proclaim.  
So did she.  
I pressed; she went up more and more the next round.  
Then I hit on a way to get the wench downed.  
I pressed her to bathe, and I pressed till she drowned  
In the sea.

K. M.



## COAL DISPUTE.

## INTIMIDATION CHARGES.

[THROUGH REUTER'S AGENCY.]

London, August 24th.

While, generally speaking, the number of miners at work continues to increase, there has been a decrease in the Mansfield district of the Notts coalfield, where picketing and intimidation are reported to have been most active and where large numbers of police are being drafted in to protect the men willing to work. Acts of open violence have been few, and hitherto the police have detained only one man. Mr. Cook is said to have a good deal of solid support in this district where thousands of miners are attending meetings addressed by the leaders.

It is understood that the Privy Council will meet to-morrow at Balmoral Castle where the King has just arrived, to issue a proclamation of emergency and a Proclamation recalling Parliament on Monday for a brief sitting to confirm the Emergency Regulations. A lively debate is expected, and it is understood that the Labourites will try to induce Ministers to call a meeting with the miners or owners.

## POLICE PATROLLING ROADS.

London, August 24th.

Hundreds of policemen are patrolling the road leading to Mansfield colliery but there have been few incidents although the miners are most resentful at the presence of extra police. The pits at Mansfield this afternoon were deserted by almost all the men who worked over the week-end, only 257 working in the Bolsover Colliery according to the coal-owners and only forty according to the men's leaders. The miners officials in Midlothian deny there has been any breakaway.

## MINER'S AGENT FINED.

LATER.

William Knight Smith, a miner's agent, has been fined £20, with the alternative of 18 days' imprisonment, at Swadlincote for distributing a statement calculated to impede the supply of coal, by publishing a resolution of the Joint South Derbyshire Board of Deputies, Miners and Enginemen, threatening, in certain circumstances, to withdraw the safety men from the mines.

Six Notts miners were remanded at Ilkeston on a charge of intimidation. After listening to a speech by Mr. Cook, they met two colliers and threw one into a canal.

[BRITISH WIRELESS SERVICE.]

## PARLIAMENT TO BE SUMMONED.

Rugby, August 24th.

Parliament will be summoned for next Monday to confirm the Emergency Regulations for a further period, pending the continuance of the coal strike. The business is not expected to take more than two days.

## SITUATION IMPROVING.

LATER.

The situation in the coalfields appears to be improving. Everything is reported as quiet at the Notts coalfield this morning. The police at Mansfield report that no pickets were on the streets and there were more miners returning to work. The figures for the Bolsover group of pits were 2,441 at this morning's shift, compared with 1,450 yesterday morning. Three pits have been opened in this area.

## HOME SECRETARY'S DETERMINATION.

London, August 24th.

It is understood that the Home Office has drawn up plans for the movement of large numbers of police from London and other unaffected areas to the coalfields. A high official at the Home Office stated that the Home Secretary is determined that the utmost possible protection shall be provided to anyone willing to work and every effort will be made to combat with intimidation. The Home Office reports showed that the stories of intimidation and violence are exaggerated, but undoubtedly the situation was very difficult. There was no question of interference by any other bodies than the police.

## BOMB OUTRAGE.

## TRAGEDY FOLLOWS UPON UNSUCCESSFUL THREAT.

## UPROAR IN A BANK.

[THROUGH REUTER'S AGENCY.]

Pittsburg, August 24th.

His demand for \$2,000 being refused, a man hurled a bomb in the Farmers' Deposit Savings Bank, wrecking the interior of the building, whose sixteen storeys rocked with the violence of the explosion. The man's head was blown off, two bank policemen were seriously injured while another score of persons were also injured.

## THE LEAGUE OF NATIONS.

## QUESTION OF A PERMANENT SEAT ON THE COUNCIL.

Warsaw, August 25th.

The Foreign Minister, M. Zaleski, is shortly going to Geneva to attend the meeting of the League of Nations. Poland's claim to a permanent seat on the Council is generally urged in the newspapers. The Radical journal *Gloire*, which is understood to be in touch with Marshal Pilsudski, says that it will be better for Poland to withdraw from the League than to accept an empty compromise on the subject of the reorganisation of the Council. The *Dziennik* *Pracownicy*, the organ of the Posen farmers, declares that Poland cannot be content with anything less than a permanent seat as in the case of Germany. The Conservative *Czas* says that Poland's position will be improved if Spain insists upon having a permanent seat.

[BRITISH WIRELESS SERVICE.]

## BRITISH AIR LINERS.

## SPLENDID SEVEN YEARS' RECORD.

Rugby, August 24th.

The cross-Channel air services celebrate their seventh birthday to-morrow. British air liners have in that time flown over 7,000,000 miles, whilst 100,000 passengers have been carried across the Channel, together with £17,000,000 worth of goods, including £10,000,000 of gold bullion. The progress made in air transport since the first passenger machine flew to Paris from Hounslow on August 25th, 1919, is shown not only by the growth in the size of aeroplanes, but by the greater regularity of the service. The first aircraft was a converted war aeroplane, driven by a single Rolls-Royce engine of 380 h.p., and, as the traffic grew, it was followed in 1923 by 14-seater passenger machines, which, although only fitted with two Rolls-Royce engines of 360 h.p., carried seven times the number of passengers.

This year has seen the biggest step forward, when the Imperial Airways superseded their single-engined aircraft by putting into service the first of the 30-seater Armstrong Whitworth Argosy air liners, which, fitted with three engines of 400 h.p. each, are designed to fly in case of emergency with one engine out of action.

Arrangements have also been completed for extending British air lines outside Europe, and the Imperial Airways will open on January 1st the Cairo-India air route via Baghdad, Basra and the Persian Gulf.

No passenger has been killed or injured since 1924 in British machines on continental services, although they have carried 65 per cent of the total traffic.

[THROUGH REUTER'S AGENCY.]

## RUSSIA'S ARMY.

## IMPORTANT RE-ORGANISATION CHANGES.

Moscow, August 24th.

M. Zoff, a member of the Revolutionary Military Council and Chief of the Military and Naval Forces of the Red Fleet has been superseded by M. Muklevitch, former Acting Chief of the Military and Air Forces.

The central administration of the Red Army has been re-organised, the Chief Inspection Board, the Administration of the Military Schools and Military Topographical Department and the Army Staff being unified. M. Sergius Kameneff, a member of the revolutionary Military Council and Chief Inspector of the Red Army has been appointed Head of the Central Administration, and M. Levitchoff ex-Head of the Central Administration prior to the reorganisation has been appointed to succeed M. Kameneff in his previous post.

## BOY SCOUTS.

## 32 NATIONS REPRESENTED AT INTERNATIONAL CONGRESS.

## GREAT ORGANISATION.

[THROUGH REUTER'S AGENCY.]

Kandersteg (Switzerland), Aug. 25th.

The delegates of the thirty-two nations attending the Fourth International Congress of Boy Scouts, being held here this week, are very energetic. They have a full programme of lectures, debates, concerts, official dinners and mountain excursions.

General Baden Powell, in his opening speech, emphasised the importance of the movement in inculcating the spirit of peace in the young, which was the only way to abolish war. The remarkable increase in the membership by over three hundred thousand during the past two years, testified to their successful progress.

Many messages of enthusiastic sympathy with the movement have been received here from twelve Governments, including those from Sir Austen Chamberlain, Baron Shidehara while General Bruce, of Mount Everest fame, who is here, is taking particular interest in the Scouts Alpine Club, of which the Prince of Wales is a member.

## THE FRANC FORGERIES.

## JUDGMENT CONFIRMED.

Budapest, August 24th.

The Appeal Court has confirmed the judgment of the court on all points in the case of the franc forgeries, mentioned on May 28th. The sentences on M. Guros, Adviser to the Geographical Institute, and M. Raba, former Secretary to Prince Windischgratz, have, however, been reduced from two years to eighteen months and from eighteen months to a year's imprisonment, respectively.

[The telegram of May 28th stated:—Sentence of ten years' penal servitude have been passed on the ex-Chief of Police Nadosy and Prince Windischgratz and two years on Guros, the Adviser to the Cartographical Institute in connection with the forged franc note affair. Two other members of the Cartographical Institute, Windischgratz's Secretary, Raba, and other accused have been sentenced to between 18 months and one month's imprisonment. Baross, the Director of the Savings Bank, and Szorotzy, Vice-Director of the National Union, have been acquitted.]

## OBITUARY.

## A GREAT IRISH PARLIAMENTARIAN.

London, August 24th.

The death has occurred, in Dublin, of Professor John Gordon Swift MacNeill, K.C.

[Professor Swift MacNeill was a striking personality who for many years figured prominently in British, and particularly Irish, politics. The deceased, who was born in Dublin on March 11th, 1849, was educated at Trinity College, Dublin (where he secured three First Honours in Classics), and at Christ Church, Oxford (Classical Exhibition), 2nd Class Classical Modern, 1870, 2nd Class Final School Law and Modern History, 1873, and M.A., 1875. He received first place and first Exhibition at the final examination for call to the Irish Bar in 1875, and was Professor of Constitutional and Criminal Law at King's Inn, Dublin, from 1882 to 1888.

Elected Nationalist M.P. for South Donegal in 1887, he held the seat until 1906. He was severely criticised and caricatured for protesting in the House of Commons against the cessation of Hostilities to Germany, 1890; proposed motion disallowing votes of directors of Mombasa Railway which resulted in defeat of Unionist Government, 1892; was commended by Sir H. Campbell Bannerman, as Premier, in the House of Commons for his success in procuring, after years of agitation, the abolition of flogging in the Royal Navy, 1906; by repeated motions in the House of Commons established the principle that the position of Minister of the Crown is incompatible with the holding of directorships in Public Companies; proposed a motion with reference to the conduct of the trial of the Great Yarmouth Election Petition, 1906; was one of the seven members of the House of Commons who constitute the Committee of Privileges, 1908; and by persistent questions to Ministers in the House of Commons from November, 1914, pressed the Government to introduce the legislation embodied in The Titles Deprivation Act, 1917. The deceased has been Professor of Constitutional Law and of the Law of Public and Private Wrongs since 1903, Clerk of Convocation since 1910, and Dean of the Faculty of Law, National University of Ireland, since 1912.

He was the author of numerous books on politics and constitutional law, dealing especially with Irish affairs, his latest being "Studies in the Constitution of the Irish Free State" and "What I Have Seen and Heard," both of which were published last year.]

## THE GREEK CRISIS.

## CONDOURIS RESUMES OFFICE.

[THROUGH REUTER'S AGENCY.]

Athens, August 24th.

Admiral Condouris resumed the Presidency of the Greek Republic to-day.

## GERMANY AND THE LEAGUE OF NATIONS.

Berlin, August 24th.

It is officially stated that the German delegation to the League of Nations will only go to Geneva when it is definitely established that there will be no obstacles to Germany's admittance.

## ALTITUDE FIGURE BEATEN.

Paris, August 24th.

The aviator Callizo broke the height record, reaching 12,500 metres. The airmen, Challe and Van Caudenberg hopped off this morning in the direction of the Persian Gulf in an attempt to break the record for flying in a straight line.

[REUTER'S AMERICAN SERVICE.]

## UNION PROTEST.

## LABOUR FOR BRITISH EMBASSY AT WASHINGTON.

Washington, August 24th.

There is the possibility of a boycott of British goods by American organised labour unless the new British Embassy building, on which work is about to be commenced, is built by union labour. This was indicated to-day when Mr. Miller, Chairman of the Adjustment Committee of the Central Labour Union, declared that the Union would circulate American organised labour.

The trouble began because an Englishman who has accumulated a fortune in Washington by successful real estate building operations was engaged to build the new building and it is alleged that he always employed non-union labour.

It is understood that a protest has already been lodged with the British Ambassador and that requests have been made to the Council of the British Trades Union Congress urging the use of efforts to have the new Embassy built by Union workers.

## SAVING AEROPLANES.

## NEW PARACHUTE TESTED.

Los Angeles, August 24th.

A parachute, fifty feet in diameter, which has been invited by a naval engineer for the saving of aeroplanes, has been successfully tested. It brought safely to earth an aeroplane from a height of 2,500 feet. The machine landed on the side of a hill and sustained a smashed propeller. But otherwise it was undamaged.

## CINEMA "STAR'S" DEATH.

## BODY LIES IN STATE.

New York, August 24th.

An enormous crowd in the pouring rain awaited admittance to the mortuary chapel where the body of the late Rudolph Valentino lies in state. The crush was so great that hundreds of women fainted and a heavy plate glass window at the Broadway entrance was smashed. Three women and three policemen were gashed with the broken glass.

## RUBBER ESTATE.

## FIRESTONE DIRECTOR GOING TO LIBERIA.

New York, August 24th.

Mr. Harvey Firestone, one of the directors of the Firestone Tyre and Rubber Company, has sailed on the Olympic, accompanied by his wife. They expect to embark at Liverpool for Liberia, where they will live on a two thousand acre rubber plantation.

## U.S. AND RUBBER.

## SOUND ADVICE.

New York, August 24th.

Mr. Henderson, President of the New York Rubber Exchange who has just returned from England, urges Americans to forget their ill-feeling against Britain, as he believes the curtailment of rubber export cannot be construed as being aimed against America. He declares that the British do not desire a repetition of last year's market but wish to foster stabilisation for the benefit of the rubber industry throughout the world.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## WOOSUNG FORTS.

## PRESSING FORWARD REPAIRS: NEW GUNS TO BE MOUNTED.

SHANGHAI DISTRICT'S MILITARY FORCE.

Shanghai, August 25th.

It is reported that instructions have been given to press forward the repairs at Woosung Forts, and new guns are to be mounted. Only one regiment of the Allied troops, the thirteenth, is in Shanghai district and it is said that this force has been notified that they may be required for service elsewhere.

Yesterday Lu Hsiang Ting, the Tupan of Chikiang, passed through Shanghai on his way to Nanking in order to confer with Sun Chuan Fang.

## CHINA'S LOANS.

## PROTEST BY THE U.S. FOREIGN OFFICE.

Peking, August 25th.

The American Legation has noted that the Foreign Office is protesting, on behalf of American creditors, against the proposed issue of Domestic Loan Bonds for twenty-five million dollars, which it understands the Chinese Government intends to secure on approximately eleven million dollars presently paid from the Maritime Customs Revenue for service of the Ninth Year Domestic Loan, which is due to become extinguished next year.

The Legation points out that debts due to American citizens and organisations are entitled to priority over debts subsequently contracted, respecting the use of any Customs Surplus Funds, which may be available as a result of the retirement of loans hitherto secured thereon.

## HUPEH'S TUPAN.

## WHY HE WISHES TO RESIGN.

Peking, August 25th.

Chen Chia Mu is believed to be on the point of resigning his Tupanship. This action is interpreted in Hankow as a "face-saving" measure in view of the Cantonese invasion of Hupeh.

## OBITUARY.

Shanghai, August 25th.

Mr. Chang Chien, a well-known Nantongchow industrial leader.

## A.P.O. MAN RELEASED.

## NO DETAILS.

Shanghai, August 25th.

The Asiatic Petroleum Company reports that Mr. J. W. Moore, the Company's installation manager at Changsha, recently captured by bandits, has been released. No details are to hand.

[It was reported on the 14th inst. that Mr. Moore had been taken by bandits on the previous day, and that later a demand was sent to the Company's Changsha office for \$40,000, otherwise the captive would be killed forthwith.]

## AGED ACTOR'S LAMENT.

## YOUNG MEN OF TO-DAY CANNOT DECLAIM.

About 20 aged actors and actresses have found a haven for the rest of their lives in a home opened at Northwood, Middlesex, by the Princess Royal.

The founder of Denville Hall, as the home is called, is Mr. Alfred Denville, the actor-manager, and trustees with him include Lady Wyndham, Sir Gerald du Maurier, and Mr. Robert Courtneidge. The oldest man in the home, Mr. Terry Hurst, who from 1870 to 1888 was proprietor and manager of the Theatre Royal, Yarmouth, is in spite of his 82 years, upright and bright of eye. He commented on some of the young actors who play to-day in one-man casts—without experience or good elocution—men who cannot declaim five lines in the proper style.

"As for your revues," he said to a *Daily Mail* reporter, "I would not go to see one if I were asked. You may call me blasé, but how hard it is to find a good leading man to-day. Few of the present generation of leading actors have gone through the routine we had—the long, dreary days of hard work, which alone give one the necessary experience."

"I was a great admirer of Mrs. Kendal—one cannot find anyone who can equal her magnificent enunciation and have her charming facial expression." Another of the little band, Mr. Frank Melrose, who is nearly 81, played with leading stars of his day—Mr. John Hare, Miss Olga Nethersole, and Mr. Leslie Faber—and for 40 years he acted in the United States—in nearly every State in the Union.

## NO METER.

## CHINESE CHARGED WITH STEALING GAS.

\$500 BAIL.

A charge of unlawfully using gas, without having a meter installed on his premises, was brought against a Chinese of No. 938, Canton Road, before Mr. J. H. B. Nihill, at the Kowloon Magistracy yesterday.

Mr. H. C. Macnamara appeared for the Hongkong Gas Company and Mr. J. Gordon-Leask represented the defendant. Sergeant Smith said that he went, accompanied by Mr. Blackburn, the manager of the Gas Company, to defendant's house. Pipes were found leading from an office into a kitchen where seven large boilers, each of which had a gas jet underneath, were discovered.

Mr. Blackburn said that each jet would consume 40 cubic feet of gas per hour, and if the burners were used for twelve hours a day they would consume gas worth from \$250 to \$300 per month. He considered that the jets and boilers had been used for a considerable time.

Mr. Leask said that the defendant denied being master of the house. He asked for nominal bail.

Bail was fixed at \$500, and the case was adjourned until Saturday.

## DAMAGE TO LORRY.

## COOLIES WHO MEDDLED WITH GEARS.

A coolie in the employ of the Sang Lee contractor was charged before Mr. R. E. Lindsell at the Central Magistracy yesterday with damaging a P.W.D. lorry to the extent of \$70 by tampering with the gears while the vehicle was loading earth at Stubbs Road.

Defendant pleaded that he knew very little about a motor engine, but he had been in the habit of assisting the lorry drivers by cranking the engines. On this occasion the engine refused to start and he moved a lever which made the lorry run backward and damage another lorry standing further down. The driver of the lorry admitted that defendant had frequently done the cranking for him.

His Worship thought that the action was one for the Summary Court to decide if the contractors refused to pay compensation and discharged the defendant.

## ALIVE TWO YEARS AFTER DEATH.

## MAN WHOSE HEART STOPPED.

## SURGICAL MARVEL.

Ex-Company Sergeant-Major W. G. S. Newman, of Richmond-terrace, Ventnor, Isle of Wight, is alive and well now, although two years ago his heart stopped beating, and for some minutes he was dead to all intents and purposes.

Mr. Newman read in the papers the extraordinary story of Mrs. Adelaide Wardell, who was revived from the dead for thirty hours by heart-massage, and then died. Mrs. Wardell's heart had stopped for five minutes when it restarted.

Mr. Newman forwarded the following statement for publication, which has been verified in every detail by officials at Westminster Hospital and by the surgeon concerned:—

"On August 25th, 1924, I was taken to the operating theatre in Westminster Hospital, London, and while the anaesthetic was being given my heart stopped beating. The surgeon, Dr. Tudor Edwards, who was going to perform the operation, took the same steps precisely as were taken in the case of Mrs. Wardell—heart-massage. Instead, however, of remaining unconscious until death, I recovered consciousness, and was declared out of all danger on the 30th of the same month. I am walking about this day, just two years since the miracle was performed.

**Heart Massage.** "I might here state that after all known methods had been tried to revive respiration, as a last resort an incision for the purposes of heart massage was made in my chest—I carry the scar to this day. Dr. Tudor Edwards then inserted his hand and from that moment until my heart started beating again was one and a half minutes."

"So, if you take the time required for external methods together with the internal method, I was lying dead for about the same time as Mrs. Wardell, the only difference being that I am alive now."

"The last thing I recollect before losing consciousness was that they had not given me enough anaesthetic. I was thinking this, when—being—I—something exploded. The next thing I remember was looking round in bed and seeing my neighbours about to have their dinner."





When you're thinking things 'ain't what they was:  
—What a rotten time everyone has,  
All the work that one loathes  
—No money—No clothes,  
Fill the kettle and turn on the GAS.

Full particulars of Gas Fittings for every purpose can be obtained at the  
**SHOWROOM OF THE  
HONGKONG AND CHINA GAS Co., Ltd.**  
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From Cows fed on the Slopes of  
the Alps—the healthiest pastures  
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**PORT ARTHUR.**—Famous for its two memorable Sieges and its beautiful landlocked Harbour. Exactly one hour's journey from Dairen by express train. Yamato Hotel (16 rooms). Excellent place of historical and scenic interest to all a month with fresh walk or drive every day. Most healthy and salubrious spot in the Far East.

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Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital currents every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bed legs, abscesses, ulcers, eczema, gout, rheuma, gonorrhoea and glandular Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

LIFE WITHOUT HEALTH IS LIVING DEATH.  
**VETARZO BRAIN AND NERVE FOOD.**  
For Nervous Breakdown and Chronic Weakness.  
For Nervous Exhaustion. Safe and Reliable.

**VETARZO REGULATORS.** Safe and Reliable.  
English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for your profit—do not accept it. Insist on having VETARZO. The genuine has words VETARZO REMEDIES on Government Stamp. Sold by LEADING JAPANESE CHEMISTS.

## RACING NOTES.

[BY RAPIER.]

Training has commenced on the Sand Track at Happy Valley for the next Race Meeting which takes place on October 9th. There will be 9 races made up as follows:—

Five Furlongs for non-winners.  
Half Mile Handicap (Classes "A" and "B").  
Aggregate Stakes.  
Quarter Mile Handicap (Classes "A" and "B").  
Polo Scurry.

Fanling Hunt Race 1½ miles. (Ponies to have been hunted at least once and be ridden by subscribers to the Fanling Hunt.)

It is pleasing to find the last mentioned Race in the programme as the Fanling Hunt is destined to play no small part in the life of the Sporting Community. The Course at Fanling is in excellent condition thanks to the untiring energy of Dr. Pierce Grove and to the generosity of Messrs. Brunner Mond & Co. who have given fertilizing materials to the value of over \$700.

Dr. Pierce Grove is going Home on leave very shortly and he will no doubt be able to get some valuable information about bounds and hounds from his son, Frank Charles, whose photograph recently appeared in most of the Home Illustrated Sporting Papers. He is Master of the Cambridge University Drag and a rider of repute. Mr. A. H. Potts will take over the duties of clerk of the Fanling Course, during the absence of Dr. Pierce Grove, and all communications regarding the Hunt should be addressed either to him or to Mr. H. Birkett. By the way the latter has a supply of books of railway tickets which are available for subscribers to the Hunt on payment of \$13.50. These tickets are the same as those issued to members of the Golf Club, and Hunt subscribers will no doubt appreciate the privilege extended to them by the Railway Company. It is understood that a meeting of Hunt subscribers is about to be called, due notice of which will appear in the advertisement columns of the local press.

## BOXING.

### BOXING MARQUIS COMING.

### OPPORTUNITY FOR THE LOCAL ASSOCIATION.

### LIKELIHOOD OF TOURNAMENT NEXT MONTH.

[BY CADOFFYDD.]

Local boxing enthusiasts, will, I am sure, be pleased to learn that the Marquis of Douglas and Clydesdale, son and heir of the Duke of Hamilton and Brandon, known as "the Boxing Marquis," is arriving in the Colony from Australia by the s.s. *Taipei* next month. He will be accompanied by Egan, the Rhodes scholar, who has made for himself a name as an amateur heavyweight boxer.

It was thought that the Marquis would pass through the Colony last spring, but he went direct to Australia from Singapore. Now that it is definitely known he is coming, the local Boxing Association will, it is believed, arrange a match for him with one of our local boxers. I am sanguine that a boxing tournament will take place at the City Hall sometime next month.

The Marquis has won for himself considerable reputation in England as an amateur boxer. He trained with Johnny Brown of Hamilton, and established his own school of boxing at his Scottish home. His one great enthusiasm is fighting.

Educated at Eton and Oxford, he was one of the Dark Blue representatives at the Inter-Varsity tournament and won his fight.

### PROBABLE OPPONENTS.

He should be able to get inside the welterweight limit, and in Hongkong we have several local men to put against him. Stoker Reynolds might be a candidate. Although not very skilful, he is clean, and can take and give punishment with the best. But we have a better, more skilful and surer antagonist for the Marquis in C.P.O. Jim Cartledge. Cartledge is clever, tenacious, and his experience counts as an important factor in any contest.

Against Egan, the choice would have to fall on either Moir or Francis. Moir has defeated Francis. He is possessed of a bull-dog tenacity, never wits no matter how hard the punishment is, but he is lamentably lacking in skill. Francis is the cleverer of the two boxers. Either man, and there is little to choose between them could be put against Egan.

If the Hongkong Boxing Association stage the fights, they can rest assured that the financial side of the tournament will reward them for their enterprise.

### CUSTOMERS' OWN LIQUOR.

### INTERESTING DECISION.

The plea that if a man takes alcohol into a public-house and drinks it there during prohibited hours the publican cannot be summoned for allowing it, was successfully raised at Irvinghoe, Bucks.

The defending solicitor claimed that there was no case, unless the publican first sold the liquor.

The magistrates upheld this view and dismissed the case.

## BASEBALL.

### PROBABLE INTERPORT MATCHES.

### AN OFFER FROM SHANGHAI.

The South China Athletic Association were hosts at dinner to the General and the Baseball Committees last evening at Tao Tao Shin Kun Restaurant, when a possible interport baseball match was discussed. The gathering was called by Mr. Choy Kin Yung, chairman of the General Committee, and Mr. Richard Shim, chairman of the Baseball Committee.

The Shanghai Chinese Baseball team, which recently defeated a Chinese Baseball team in Tientsin and is considered the best baseball team in Shanghai, is offering to play a series of games at Hongkong. The officials of the Hongkong Baseball Association are considering the offer and are believed to be in favour of accepting it. The South China team is offering to assist the Association in every way possible in order to bring the Shanghai Chinese team to Hongkong.

Should the Hongkong Baseball Association decide to invite the Shanghai team here, it is most probable that a series of games will be played early September.

### TENNIS LEAGUE.

### "B" DIVISION.

### C.R.C. v. U.S.R.C.

The Chinese Recreation Club played their last match yesterday on the C.R.C. courts and beat their hosts by 14 games.

The detailed scores follow:—

Dr. Newton and Hunot:	
beat C. Choa and Lau Man	6-5
lost to Kwok Po Kun and Lau	4-7
Fook Ki	3-8
lost to H. S. Lee and Lau Man	13-20
Ching	7-4
beat C. Choa and Lau Man	5-6
lost to Kwok Po Kun and Lau	4-7
Fook Ki	10-17
lost to C. Choa and Lau Man	2-0
lost to Kwok Po Kun and Lau	4-7
Fook Ki	5-6
lost to H. S. Lee and Lau Man	11-22
Ching	40-59

### WATER POLO.

### V.R.C. v. CLUB DE RECREIO.

In the only match played yesterday, V.R.C. defeated the Club de Recreio three goals to one. Recreio were first to score, but V.R.C. obtained the lead by 2 to 1 before Marcel scored for Recreio; and Lyons (1) and Laing (2) for V.R.C.

### HONG BOWLS.

### TRAMWAYS v. ELECTRIC.

Playing in an inter-hong lawn bowls match on the Craigengower C.C. grounds yesterday, the Hongkong Tramway Company defeated the Hongkong Electric Company by four shots, the game being played to 18 heads.

The teams and scores were as under:—  
Hongkong Tramways:—Clow, Glover, Henderson and Gillard, (Skip) 19; fours (2), threes (3), singles (2).  
Hongkong Electric:—Vickers, Paul, Webster and Muskett (Skip) 15; twos (4), singles (7).

It is hoped to arrange another match shortly.

### HOCKEY.

The following will represent the Wanderers against the 5th/3rd Punjab at the Marina Ground on Thursday, August 26th, at 5.30 p.m. in whites:—  
Sergeant Clark, R.A., Lieut. J. H. Smith, R.A., C. L. B. Becker, Lieut. M. A. Maude, R.N., E. J. Mitchell, E. B. Jones, Lieut. Armstrong, R.N., E. M. Forster, Lieut. E. J. Larkoon, R.E., Lieut. Clark, R.N., and G. P. Lammert.

### SHIPPING NOTES.

At the Marine Court yesterday, before Lieut. Commander G. F. Hole, R.N., the mistress of a passenger boat was charged with a breach of the conditions of her boat licence, by carrying as cargo ten baskets of pigeons. She pleaded not guilty, and although admitting the pigeons were on board her boat when the police visited it, said that they were the property of a passenger on the boat, and were not cargo from any ship. The Magistrate accepted the woman's story and dismissed the case.

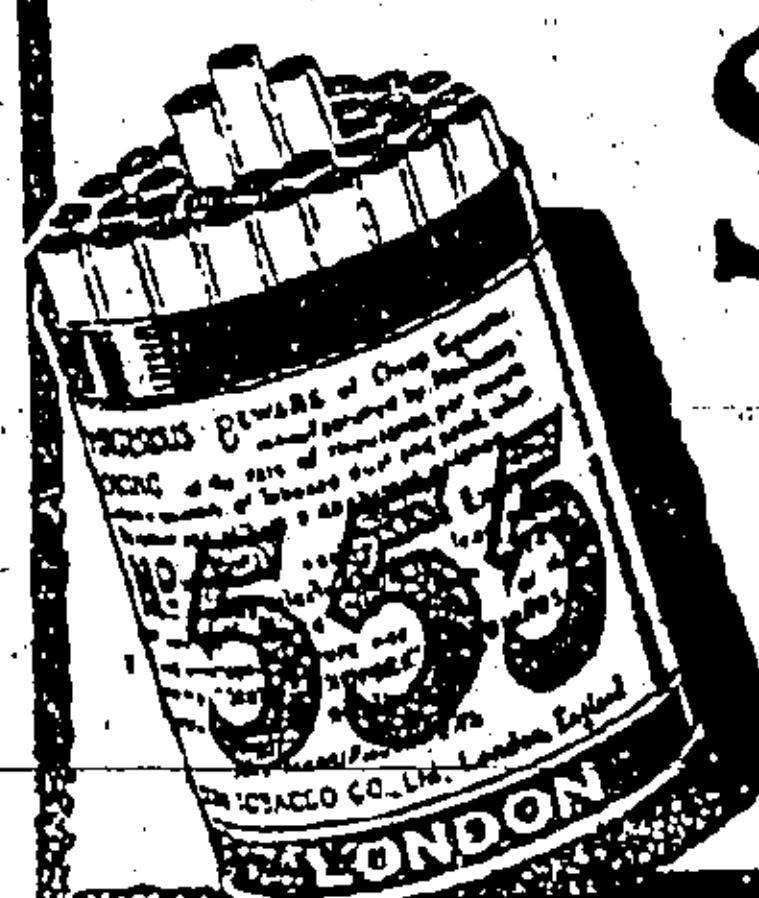
A notice in the Harbour Office from the Customs Authorities at Shanghai, under date of August 17th, states that with reference to Harbour Notification No. 19, of 1926, declaring the port of Peking to be plague infected, notice is now given that the declaration against that port has been withdrawn, and that the medical inspection of vessels therefrom has been discontinued.

(Continued on next column.)



## Two Sports— One Smoke

Whether watching Cricket at Lords or Tennis at Wimbledon, one meets men and women who differ on the rival claims for priority of these Sports; but all unanimously agree on the incontestable superiority of



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VIRGINIA CIGARETTES

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## New Strength

Dr. Claude L. Wheeler writes:

"The weakened tissues and nerves absorb Sanatogen readily, without causing any strain to the digestive system. The revitalizing influence of Sanatogen is often immediate."

Sanatogen infuses into the very cells of blood and nerves exactly those elements—phosphorus and albumin—from which health and strength are derived.

When you feel weak or nervous, start taking Sanatogen at once. You will enjoy its revivifying influence within a few weeks.

**SANATOGEN**

The True Tonic-Food  
Obtainable at all chemists and stores.

A new arrival at the No. 5 Kowloon Wharf yesterday morning was the Glen Line twin screw Diesel motor vessel *Glenamoy*, a fine vessel built by the famous builders, Harland and Wolff, of Belfast, with engines by Burmeister and Wain, of Copenhagen. She displaces 810 nominal horse-power in her double 12 cylinder 28" 3/8-35" 3/8 engines. She had fair, but mostly rainy weather coming up here from Singapore.

The Superintendent of Customs at Canton and the representative of the Foreign Consular Body have declared the port of Wuchow to be infected with cholera, and all vessels arriving there from at Canton will be governed by the Sanitary Regulations for the port of Canton.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 133, the highest numbers brought were 65 and 60.

The *Ginjo Maru* (Japanese) arriving from Nagasaki, reported "clouds and rough weather" during the voyage.

On the morning of the 4th inst. the sailing vessel No. 5 *To-a-maru* (33 tons) owned by the T6-a Cement Company, of Amagasaki, was on her way to the company's premises near by from the port of Amagasaki when she was overtaken by a squall and sank. The crew were rescued. She had on board a quantity of limestone taken at a port in Ehime prefecture, Shikoku, on the 29th ult.

It has been reported from Japan that the Yamashita Company has purchased the steamer *Nils Nielsen* from the Norwegian firm of Stolt Nielsen for a consideration of \$21,000. The vessel will be delivered in Japan during the month of August to her new owners and will in all probability be placed in the trans-Pacific trade. She is the third vessel of her type disposed of by Stolt Nielsen Company during the past few months. The *Hanna* and *Lutse Nielsen* now fly the house flag of the Ocean Transport of Kobe. The *Nils Nielsen* has but recently left San Francisco, where she has been in drydock during the installation of high-speed gears and the making of a master's survey.



## CONSIGNEE NOTICES.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
CO., LTD.

FROM UNITED KINGDOM AND CON-  
TINENTAL PORTS VIA STRAITS.

CONSIGNEES per Company's Steamer  
"MEDON"  
are hereby notified that the Cargo will be dis-  
charged into Holt's Wharf, Kowloon, where it  
will be at Consignees' risk and subject to  
Terms and Conditions of Storage at Holt's  
Wharf. The Cargo will be ready for Delivery  
from Godown on and after 24th August.

Optional Cargo will not be landed here,  
unless Notice has been given prior to  
Steamer's arrival, but carried on from port to  
port to the final port of call to which the  
option extends.

All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on any Tuesdays and Fridays between  
the hours of 10.45 a.m. and Noon within the  
Free Storage period.

No Claims will be admitted after the Goods  
have left the Steamer's Godown, and all Goods  
remaining undelivered after the 30th August,  
will be subject to Rent.

All Claims against the Steamer must be  
presented to the Underwriter on or before the  
13th September, or they will not be recognized.  
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 24th August, 1926. [3890]

## "GLEN LINE LIMITED."

## NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Motor Vessel  
"GLENAMONY"

having arrived from the above Ports, Con-  
signees of Cargo by her are hereby informed that  
all Goods are being discharged at their risk into  
the Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, whence,  
and/or from the wharves, Delivery may be  
obtained.

Goods not cleared by the 31st August,  
1926, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages  
are to be left in the Godowns where they will  
be examined in the presence of Consignees by  
Messrs. Goddard & Douglas on 30th August,  
1926, at 10 a.m. Claims against the Steamer  
including those for Cargo short delivered must  
be presented on the Special Form provided, and  
must also be submitted within 30 days of  
arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in  
any case whatever.

Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co., Ltd.,  
Agents.  
Hongkong, 24th August, 1926. [3891]

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION  
CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Company's Steamer  
"CALOHAH"  
are hereby notified that the Cargo will be dis-  
charged into Holt's Wharf, Kowloon, where it  
will be at Consignees' risk and subject to  
Terms and Conditions of Storage at Holt's  
Wharf. The Cargo will be ready for Delivery  
from Godown on and after 23rd August.

Optional Cargo will not be landed here,  
unless Notice has been given prior to  
Steamer's arrival, but carried on from port to  
port to the final port of call to which the  
option extends.

All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on any Tuesdays and Fridays between  
the hours of 10.45 a.m. and Noon within the  
Free Storage period.

No Claims will be admitted after the Goods  
have left the Steamer's Godown, and all Goods  
remaining undelivered after the 30th August,  
will be subject to Rent.

All Claims against the Steamer must be  
presented to the Underwriter on or before the  
13th September, or they will not be recognized.  
No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 23rd August, 1926. [3888]

## S.S. "SI-KIANG"

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from DUN-  
KIRK, ANTWERP, MANCHESTER,  
LONDON, etc., in connection with  
above Steamer are hereby informed that  
their Goods with the exception of  
Opium, Treasure and Valuables are being  
landed and stored at their risk into the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., Kow-  
loon, whence Delivery may be obtained, im-  
mediately after landing.

Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before 9 A.M. TO-DAY, requesting it to be  
landed here.

Bills of Lading will be countersigned by the  
Underwriter. Goods remaining unclaimed after  
Saturday, the 28th instant, at Noon, will  
be subject to Rent and Landing Charges.

All Claims must be sent in to me on or before  
Tuesday, the 31st instant, or they will  
not be recognized.

All damaged Packages will be examined on  
Saturday, the 28th instant, at 10 a.m., by  
Messrs. Goddard & Douglas.

No Fire Insurance has been effected.  
J. LIMAGE,  
Agent.  
Hongkong, 22nd August, 1926. [3886]

## SHIPPING MOVEMENTS.

The P. & O. Co.'s *Nellie* left Singa-  
pore for Hongkong on the 24th instant  
at 4 p.m., and is due here on the 29th  
at about noon.

The R.M.S. *Empress of Asia* arrived  
at Kobe on August 24th at 7 p.m.; left  
Kobe on August 25th at 5 p.m., and is  
due at Yokohama on August 27th at 6  
a.m.



Cuticura Talcum Is  
Cooling And Comforting

Daily use of this pure, fragrant,  
antiseptic Talcum Powder helps to  
overcome heavy perspiration and is  
soothing and refreshing to the skin.

Sole, Chinese, Talcum sold throughout  
the world. Butterfield & Swire, Ltd.,  
222, 224, 226, 228, 230, 232, 234, 236,  
238, 240, 242, 244, 246, 248, 250, 252,  
254, 256, 258, 260, 262, 264, 266, 268,  
270, 272, 274, 276, 278, 280, 282, 284,  
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302, 304, 306, 308, 310, 312, 314, 316,  
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718, 720, 722, 724, 726, 728, 730, 732,  
734, 736, 738, 740, 742, 744, 746, 748,  
750, 752, 754, 756, 758, 760, 762, 764,  
766, 768, 770, 772, 774, 776, 778, 780,  
782, 784, 786, 788, 790, 792, 794, 796,  
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814, 816, 818, 820, 822, 824, 826, 828,  
830, 832, 834, 836, 838, 840, 842, 844,  
846, 848, 850, 852, 854, 856, 858, 860,  
862, 864, 866, 868, 870, 872, 874, 876,  
878, 880, 882, 884, 886, 888, 890, 892,  
894, 896, 898, 900, 902, 904, 906, 908,  
910, 912, 914, 916, 918, 920, 922, 924,  
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942, 944, 946, 948, 950, 952, 954, 956,  
958, 960, 962, 964, 966, 968, 970, 972,  
974, 976, 978, 980, 982, 984, 986, 988,  
990, 992, 994, 996, 998, 1000.



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THE  
ADVERTISING  
and  
PUBLICITY  
BUREAU

Alexandra Buildings.

## The Advertising Agency

...that supplies Advertisers with  
a Complete Service of Original  
Copy, Ideas, and Designs for  
Posters and Blocks,

...that checks all insertions in  
Foreign and Chinese papers for  
its Clients,

...that has an unrivalled and  
Extensive knowledge of the best  
media for all classes of Ad-  
vertisers,

...that being independent, can  
place all this knowledge and  
experience at the free disposal of  
its Clients, ensuring that the  
money they spend on Advertising  
will bring them the best possible  
return.

Telephone Central 30.

## COVER

THE RISK OF

## TYPHOID

AND

## CHOLERA

WITH

## GILMANS.

THE

## "OCEAN" COMPREHENSIVE POLICY

[24]

## THE BEN LINE STEAMERS, LTD.

FROM MIDDLESBRO, ANTWERP,  
LONDON AND STRAITS.

The Steamship "BENAVON"

CONSIGNEES of Cargo are hereby inform-  
ed that all Goods are being landed at  
their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong  
and Kowloon Wharf and Godown Company,  
Ltd., whence, and/or from the wharves  
Delivery may be obtained.

No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 30th August, will  
be subject to Rent.

All Claims against the Steamer must be  
presented to the Underwriter on or before the  
13th September, 1926, or they will not be  
recognized.

All broken, chafed and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 30th instant, at 10 a.m.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO., LTD.,  
Agents.  
Hongkong, 23rd August, 1926. [3887]

## COUNTY CRICKET.

LANCASHIRE HEADS THE  
TABLE.

[THROUGH BUTTER'S AGENCY.]

London, August 24th.

Yorkshire lost on the first innings at  
the Oval, and as Lancashire defeated  
Hampshire by eight wickets, the latter  
county goes to the head of the County  
Championship table.

The positions are:—

	Pts. Gained.	Pts. Lost.	Perc.
Lancashire	130	98	73.84
Yorkshire	130	94	73.30

Rain interfered with cricket in different  
parts of the country, but there was heavy  
scoring.

Batting against the Australians at  
Taunton, M. D. Lyon gave a brilliant  
exhibition, hitting the Aussies bowlers  
for one 6, and 21 4's. He scored 136.

The principal individual efforts of the  
last three days, apart from Lyon's won-  
derful effort follow:—

## Batting.

Seabrook (Gloucester)	132*
Mead (Hampshire)	132*
Sutcliffe (York)	131*
Holmes (York)	127*
Watson (Lancashire)	127*
Lee (Derby)	119
Payton (Notts)	109
Whysall (Notts)	108
Mr. J. Turnbull (Glam)	106*
Bowley (Sussex)	106
G. O. Allen (Middlesex)	103
Hobbs (Surrey)	102
Rhodes (York)	93
Tate (Sussex)	86

## \*NOT OUT.

## Bowling.

Nichols (Essex)	7 for 90
Mercer (Gloucester)	6 for 33
A. E. Gilligan (Sussex)	5 for 32
Lee (Derby)	5 for 87
Macdonald (Lancashire)	4 for 39

## LEAD IN CHAMPIONSHIP.

At Manchester, Lancashire defeated  
Hampshire by eight wickets and in view  
of Yorkshire's failure at the Oval, take  
the lead in the race for the County  
Championship.

The details of the match follow:—

Hampshire: 109 and 313.  
Lancashire: 318 (for seven wickets  
declared) and 108 (for two wickets).

Macdonald took four wickets for 39  
runs in the Hampshire first innings. In  
the second he took five wickets for 138  
runs. In the second innings Mead made  
a gallant stand. Brown and Livsey made  
52 and 54 respectively while Mead was  
undefeated at the close with 132 to his  
credit.

Watson scored 127 not out for Lan-  
cashire in their first innings. R. Tydesley  
making 55. In the second innings  
Hallows scored 51 not out.

## KENT v. DERBY.

After dismissing Kent for 273 at  
Derby, Derbyshire flogged the bowling of  
the visitors and hit up 413. Derby gained  
points for a lead on the first innings  
though Kent declared in their second in-  
nings when only 198 ahead.

The scores were:—  
Kent: 273 and 339 (for 9 wickets  
declared).

Derby: 413 and 61 (for 1 wicket).

Seymour and C. H. Knott made 54 and  
60 respectively in the Kent first innings,  
while Hubble contributed 55.

Garnett, Lee, Worthington and Hut-  
chinson made the runs for Derby, there  
being a fine partnership between the first  
two. Lee scored 119 before being defeat-  
ed. Worthington hit 84, and Hutchinson  
put on 81. Freeman took six wickets at  
a cost of 20 runs apiece.

Lee bowled finely in the Kent second  
innings taking five wickets for 37 runs.  
The principal Kent scorers were Harding  
(50), J. G. W. Bryan (52) and Hubble  
53 not out.

## YORKSHIRE LOSES FIRST PLACE.

Yorkshire lost on the first innings to  
Surrey at the Oval, and are superseded at  
the head of the County Championship  
table by Lancashire, who defeated Hamp-  
shire in a high scoring game.

In the Yorkshire second innings  
Holmes and Sutcliffe made another of  
their wonderful first wicket stands, and  
at the close of play were unseparated  
having each passed the century.

The scores were:—  
Yorkshire: 274 and 235 (for 0 wicket).

Surrey: 355 (for 9 wickets declared).  
Holmes and Sutcliffe made a sound  
start for the Northern county, the  
former scoring 51, and Sutcliffe getting  
71. Wilfred Rhodes was the only other  
Yorkshire batsman to put up resistance  
to the bowling. He scored 96, being very  
unlucky to miss his century. The re-  
maining eight men scored 53 between  
them.

Hobbs, added yet another to his long  
roll of centuries. He hit 102 in his usual  
brilliant fashion, while Fender rattled  
up 72 in quick time. P. G. H. Fender  
declared the innings closed when Surrey  
were 81 ahead.

If Fender considered the possibility of  
getting Yorkshire out cheaply he had a  
rude shock. Holmes and Sutcliffe, the  
opening pair, played out time and hit up  
235 without losing a wicket. Holmes  
made 127 not out and Sutcliffe 131 not  
out.

## ESSEX GAIN VALUABLE POINTS.

Essex put up a huge score against  
Gloucester at Leyton, and though the  
visitors replied in kind, secured points  
for a lead on the first innings.

The scores were:—  
Gloucester: 228 and 313 (for 4  
wickets).

Essex: 471.

Nichols, the Essex right arm fast  
bowler, brought about the downfall of  
Gloucester in their first innings. Two  
men only played him with any confidence.  
Smith, the wicket-keeper, who made 89,  
and Mills who hit 63. Nichols took seven  
wickets for 90 runs.

Four men played a leading part in the  
huge Essex total. Freeman and Cutmore,  
with 84 and 89 respectively, tired the  
bowling. O'Connor followed up with a  
well-played 68, and F. W. Gilligan scored  
78 not out.

Smith was again prominent when  
Gloucester made their second effort.  
Partnered by Dipper, runs came freely  
until Dipper lost his wicket after scor-  
ing 50. Smith went on to make 58, while  
Seabrooke hit a splendid 133 not out.

WARWICK MAKE EXCELLENT  
EFFORT.

Sussex, batting first against Warwick  
at Coventry, hit up 371 runs. The War-  
wick reply fell only 27 short, and Sussex  
were dismissed cheaply on their second  
innings. Time prevented a conclusion,  
Sussex getting points for a win on the  
first innings.

The scores were:—  
Sussex: 371 and 157.

Warwickshire: 344.

Tate was prominent in both innings  
for Sussex. In the first innings he hit  
and in the second he was the only bats-  
man to pass the half century; his tally  
was 65. A. H. Gilligan and Bowley  
scored 66 and 106 respectively in the  
Sussex first innings.

For Warwick, C. A. Fiddian-Green was  
top scorer with 85. A. H. Gilligan  
bowled splendidly, returning the splendid  
figures 5 wickets for 32 runs.

## GLAMORGAN UNLUCKY.

Rain robbed Glamorgan of an easy  
victory over Worcester at Cardiff.  
Glamorgan declared in the first innings  
when only five wickets were down, and  
yet forced Worcester to follow on.

Glamorgan gained first innings victory  
points.

Glamorgan: 272 (for five wickets  
declared).

Worcester: 85 and 82 (for 4 wickets).

Bell scored 57 and M. J. Turnbull 106  
not out in the Glamorgan first innings.

Mercer took six wickets for 33 runs  
when Worcester batted.

## CARR'S DECLARATION SUCCEEDS.

A sporting declaration by Mr. A. W.  
Carr, and an equally sporting effort to  
make the 360 runs necessary for victory,  
were the features of the match at Not-  
tingham between Middlesex and Notting-  
hamshire. The home county gained a  
splendid victory by 44 runs.

The scores were:—  
Notts: 387 and 190 (for six wickets  
declared).

Middlesex: 309 and 354.

In the Notts first innings, Flint scored  
50, A. Staples made 52, while Payton  
scored another century, making 100.

F. Mann, the Middlesex captain, scored  
77 not out in the Middlesex first  
innings.

Of the Notts second innings total of  
190, Whysall scored 108.

Middlesex went to their formidable  
task with a will and failed by only four-  
teen runs. Hendren scored 82 in great  
style, Mann contributed 84, while G. O.  
Allen was again to the fore with a bril-  
liant 103. S. Staples took five wickets  
for 75 runs.

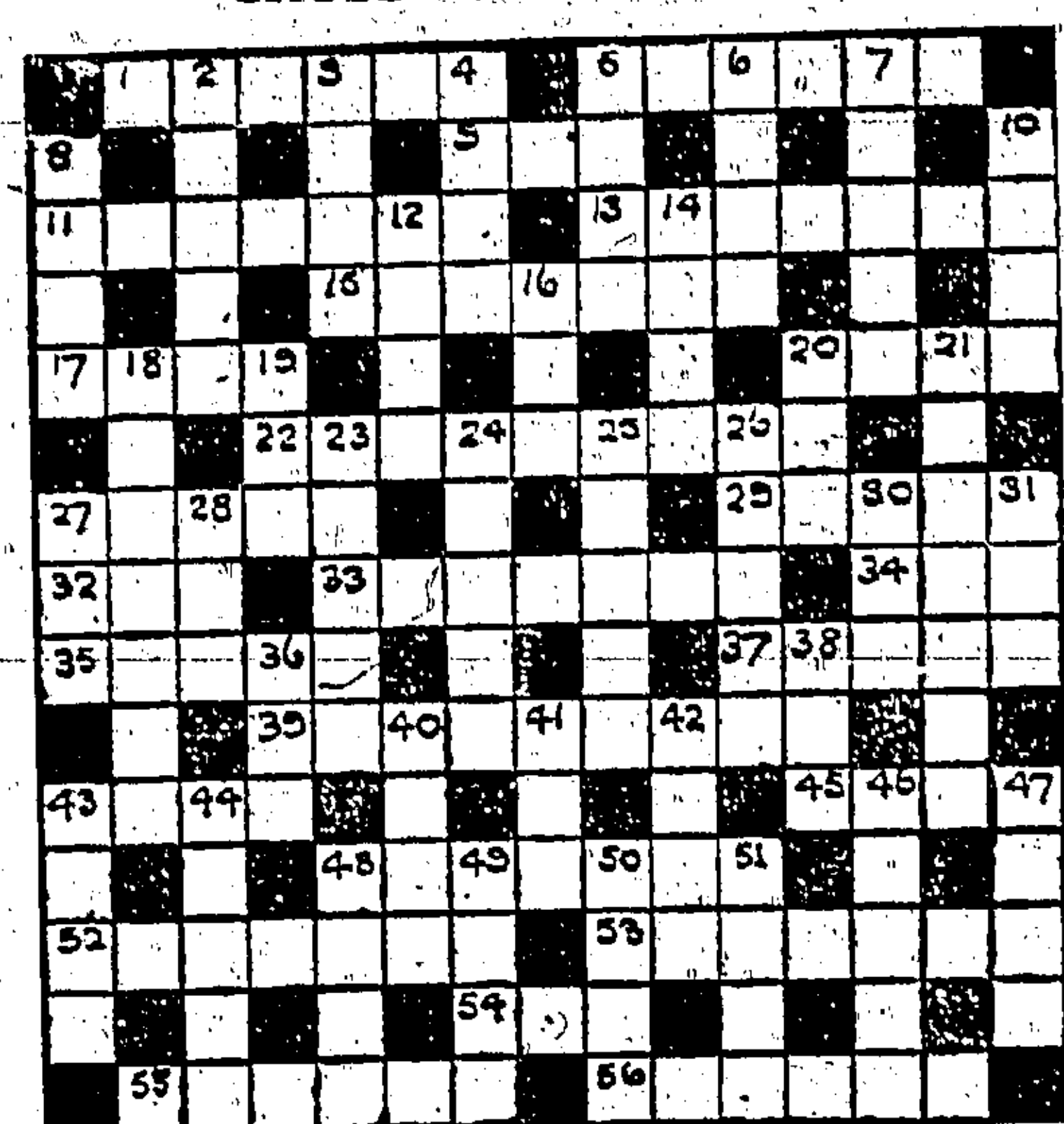
## SOMERSET HIT LUSTILY.

TAUNTON, August 24th.  
The Australians declared to-day after  
making 229 (for four wickets). Collins  
scored sixty and Ryder 40 not out. The  
crowd was small though the weather was  
glorious and the wicket good.

The spectators were treated to a won-  
derful display of batting. Somerset  
made a very sporting attempt to get the  
302 runs necessary for victory in 220  
minutes.

They failed by only 57 runs after won-  
derful hitting by M. D. Lyon. This  
hard-hitting batsman made the second  
county century of the tour against the  
Australians. He hit every bowler mer-  
cilessly, claiming one 6, and twenty-one  
4's. His 136 was a wonderful effort.

## CROSS WORD PUZZLE.



- |                      |                                |
|----------------------|--------------------------------|
| Across.              | Down.                          |
| 1. Season.           | 2. As far as                   |
| 3. Minister.         | 3. Incite.                     |
| 4. Eggs.             | 4. Lightship.                  |
| 5. Whole number.     | 5. Throat.                     |
| 6. Sea-unicorn.      | 6. Certain.                    |
| 7. Ornamental stand. | 7. Pigment.                    |
| 8. Brazilian balsam. | 8. Where the money comes from. |
| 9. Sly look.         | 9. Cut short.                  |
| 10. Dissensional.    | 10. Heptic poem.               |
| 11. Vapour.          | 11. Immediate.                 |
| 12. Cowsheds.        |                                |



## SHIPPING NEWS.

## ARRIVALS.

August 24th.  
*Glenamoy*, British str., 4,645 tons, Capt. U. Homan, from London, which port she left on July 10th, with a general cargo, lying at Kwai Loon Wharf.—Jardine, Matheson & Co.  
*Lee Sang*, British str., 972 tons, Capt. J. McAlister, from Haiphong, with a general cargo, lying at buoy No. 635.—Jardine, Matheson & Co.  
*Shantung*, British str., 1,568 tons, Capt. R. Robertson, from Shanghai, which port she left on August 21st, with a general cargo, lying at buoy No. 612.—B. & S.  
*Nai Fik*, Chinese str., 173 tons, Capt. Lo Shui, from Sha U Chung, with cattle, lying at Luen Cheong Wharf. Fook Hoi Co.

August 25th.  
*Asphalion*, British str., 3,355 tons, Capt. T. H. Collister, from Yokohama and Shanghai, the latter port she left on August 21st, with a general cargo, lying at buoy No. 44.—B. & S.  
*Ginga Maru*, Japanese str., 6,115 tons, Capt. S. Akiyoshi, from Nagasaki, which port she left on August 21st, with potatoes and provisions, lying at Stonecutters.—N.Y.K.  
*Hainan*, British str., 1,033 tons, Capt. W. S. Turnbull, from Foochow and Amoy, with a general cargo, lying at Douglas Wharf.—Douglas, LaPraik & Co.  
*Kwai Sang*, British str., 1,435 tons, Capt. N. W. van Cortlandt, from Cheribon and Samarang. The latter port she left on August 16th, with a cargo of sugar, lying at buoy No. 641.—Jardine, Matheson & Co.  
*Sunking*, Chinese str., 322 tons, Capt. Lai Kwang, from Kwang Chow Wan, with a general cargo, lying at buoy No. 635.—Mun Yick S.S. Co.  
*Tak Hing*, Chinese str., 103 tons, Capt. Lo Shan, from Nantau, with a cargo of vegetables, lying at Luen Cheong Wharf.—Fook Hoi Co.

August 25th.  
*Taipei*, British str., 4,235 tons, Capt. E. Pfeiffer, from Amoy, which port she left on August 10th, with a general cargo, lying at buoy No. 41.—Mackinnon, Mackenzie & Co.  
*Teli*, Chinese str., 1,071 tons, Capt. A. B. Jorgensen, from Foochow and Amoy, with general cargo and food, lying at Chu On Wharf.—Yuet On S.S. Co.

## CLEARANCES.

August 25th.  
*Asphalion*, for Singapore.  
*Empress of Canada*, for Manila.  
*Glenamoy*, for Shanghai.  
*Hakodate Maru*, for Keelung.  
*Hainan*, for Kwang Chow Wan.  
*Kwai Sang*, for Cheribon.  
*Kwa Sang*, for Singapore.  
*Lok Sun*, for Jesselton.  
*Pao Sang*, for Kwang Chow Wan.  
*Shantung*, for Kobe.  
*Sui Yik*, for Sha U Chung.  
*Sunning*, for Shanghai.  
*Tak Hing*, for Haibei.  
*Taipei*, for Amoy.  
*Tan Choo*, for Swatow.

## PASSENGERS.

ARRIVALS.  
 Per s.s. *Hainan*, on August 25th:—Mr. N. V. Halward, Mr. E. K. Seyer, Mrs. C. M. Larson and infant, and Miss Gittina.  
 Per s.s. *Tanda*, from Japan, on August 25th:—Mr. and Mrs. G. W. Keaton, from Yokohama; Mr. and Mrs. D. W. Tramm, Miss M. E. Lackie, Mr. and Mrs. J. S. Gillingham, Miss P. Gillingham, Miss M. Gillingham, Mrs. W. Faid, and Mrs. J. Fenton, from Kobe. Passengers passing through Hongkong on their way to Australia included: Miss V. Story, Mrs. A. B. Story, Mr. F. McLeod, Mr. E. Lottus, Mrs. E. Sutton, Mr. and Mrs. Holman James, Miss A. B. James, Miss M. W. Tweedie, Mr. W. Stewart, Miss M. Stewart, Miss Bonnie Kinnear, Mrs. E. Stavel, Capt. Roberts, Miss Swanzy, and Mr. F. H. McLeod.

DEPARTURES.  
 Per R.M.S. *Empress of Canada*, for Manila, on August 25th:—Mr. W. H. Bell, Mr. and Mrs. E. J. Buckley, Mr. and Mrs. M. C. Barry, Mr. Luis J. Bautista, Rev. Wm. Corliss, Rev. C. E. Deppermann, Mr. Go Kun, Mr. D. S. FitzGerald, Mr. T. S. Guan, Mr. K. Hoshino, Rev. E. E. Holland, Mr. J. Karsten, Rev. J. L. Lucas, Mr. F. L. Laurence, Mr. and Mrs. D. Ledema, Dr. C. B. Lara, Miss W. Muir, Miss M. Muir, Mrs. R. H. Miller, Miss M. T. Mouzer, Mr. G. A. McLoor, Rev. M. A. Mudd, Rev. J. J. McGowan, Miss E. G. Moyer, Mr. L. Maurin, Mr. K. Nakamura, Mr. and Mrs. S. M. Naser, Master F. Naser, Master T. Naser, Mrs. J. K. Richards, Mr. Robert, Mr. Vicente Somes, Rev. A. M. Thibbitt, Mr. M. H. Taylor, Mr. J. Villanueva, Major Louis de Vautour, Mrs. H. H. Winburg, Mr. H. W. Wood, and Mr. F. C. Whitfield.

VESSLS IN DOCK.  
 The following vessels are in dock at Taikeo:—*Hainan*, *Kathe*, *Kiangsu* and *Tan*.  
 At the Cosmopolitan Dock:—*Lama*.

## HONGKONG SHIPPING STATEMENT.

## NO FREIGHT FOR OTHER PORTS.

## DECREASE IN TONNAGE AND CARGO.

With a decrease of fourteen on the arrivals the previous day, a decrease in cargo, as recorded in yesterday's shipping statement, was to be expected. A very notable feature of the reports, however, was that while there was a fair return of Hongkong cargo, although, naturally, a decreased one, by the extent of over ten thousand tons, there was not a single vessel carrying freight for ports beyond Hongkong. This is indeed a very rare and remarkable occurrence. However, although tonnage and freight was down yesterday, the indications are that there will be a big increase in the returns to-day, especially with regard to freight for other ports, for of the nine vessels arriving during the late morning and afternoon several made fairly heavy four figure entries.

## TONNAGE.

The total tonnage entered was 8,163 tons, of which British vessels contributed 6,749 tons and steamers of other nationalities 1,414 tons. At 9 a.m. yesterday there were 52 vessels in the harbour, of which 27 were British. During the previous twenty-four hours seven vessels arrived, viz., four British and three Chinese. The departures during the same period came to fifteen, viz., one British and one American for Manila, one British for Kwang Chow Wan, one Chinese for Haibei, four British for Amoy, one Japanese for Keelung, one Japanese and one Dutch for Shanghai, one Japanese for Takao, one Japanese for Kobe, one Chinese for Saigon and one Chinese for Sha U Chung. The clearances were three, viz., one British for Shanghai, one British for Haiphong and one Japanese for Swatow.

## CARGO ENTERED.

(For the 24 hours ended at 9 a.m. yesterday).  
 For Hongkong ..... 10,537 tons.  
 For ports beyond ..... nil.  
 Total ..... 10,537.  
 (For the previous 24 hours ended at 9 a.m. on Tuesday).  
 For Hongkong ..... 21,736 tons.  
 For ports beyond ..... 33,218.  
 Total ..... 54,954.

(Of the cargo for Hongkong, the four British vessels brought no less than 10,500 tons, of which 6,660 tons and 2,995 consisted of sugar, the remainder being general cargo. Only 331 tons were brought by two vessels of other flags.)

## THE ARRIVALS.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—  
*Shantung* (British) from Shanghai with 353 tons of general cargo.  
*Kwai Sang* (British) from Cheribon and Samarang with 2,375 tons of sugar.  
*Lee Sang* (British) from Haiphong with 493 tons of general cargo.  
*Boron Androsan* (British) from Samarang and Probolinggo with 6,500 tons of sugar.  
*Teli* (Chinese) from Foochow and Amoy with 350 tons of general cargo.  
*Sui Yik* (Chinese) from Sha U Chung with one ton of general cargo.  
*Tak Hing* (Chinese) from Nantau with two piculs of vegetables.

## MAILS.

Mails brought by the above vessels were as under:—  
*Shantung* (243 bags); *Haiphong* *Lee Sang* (6 bags); *Probolinggo* and *Amoy*, *Teli* (4 bags).  
 Later arrivals yesterday, too late for inclusion in the above returns were as under:—  
*Hainan* (British) from Foochow and Amoy with 560 tons of tea and general cargo and mail.  
*Glenamoy* (British) from London and Singapore with 1,348 tons of general cargo, mail and 6,000 tons for ports beyond.  
*Asphalion* (British) from Yokohama and Shanghai with 10 tons of general cargo, mail and 6,480 tons for ports beyond.  
*Tanda* (British) from Yokohama and Moji with 143 tons of general cargo, mail and 1,083 tons for ports beyond.  
*Ginga Maru* (Japanese) from Nagasaki with 57 tons of potatoes and provisions and mail.  
*Sanki Maru* (Japanese) from Yokohama and Moji with 321 tons of general cargo, mail and 3,700 tons for ports beyond.  
*Samarang Maru* (Japanese) from Samarang and Balikpapan with 513 tons of molasses and Chinese paper, mail and 4,411 tons for ports beyond.  
*Hakodate Maru* (Japanese) from Kobe and Haibei with a nil entry for Hongkong, but 2,331 tons of general cargo for ports beyond.  
*Sun Hong* (Chinese) from Kwang Chow Wan with 300 tons of general cargo and mail.

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£120 £112 £83

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via SHANGHAI and JAPAN PORTS.

Steamers	H'kong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

## HONGKONG-MANILA-HONGKONG-SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 25	Aug. 27	EMPEROR CANADA Aug. 28	Aug. 30
Sep. 8	Sep. 10	EMPEROR RUSSIA Sep. 11	Sep. 13

Passenger Department:  
Freight and Express:Tel. C. 753.  
Tel. C. 42.Cables: GAOANPAO.  
Cables: NAUTILUS.

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SAILINGS SUBJECT TO ALTERATIONS.

## SAN FRANCISCO via Shanghai, Japan Ports &amp; Honolulu.

\*SIBERIA MARU ... Monday, 21st Sept., at Noon  
 TAIYO MARU ... Tuesday, 5th Oct., at Noon  
 \*Omit Honolulu. Calls Los Angeles.

## SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

GINYO MARU ... Tuesday, 31st Aug., at Noon  
 ANTO MARU ... Tuesday, 12th Oct., at Noon  
 BOKUYO MARU ... Saturday, 27th Nov., at Noon  
 MARSEILLES, LONDON & ANTWERP via Singapore & Ports  
 FUSEIMI MARU ... Saturday, 28th Aug.  
 HAKOZAKI MARU ... Saturday, 11th Sept.  
 HARUSAN MARU ... Saturday, 25th Sept.  
 KITANO MARU ... Saturday, 9th Oct.

## SYDNEY &amp; MELBOURNE via Manila &amp; Ports.

AKI MARU ... Wednesday, 20th Oct.

## NEW YORK and/or BOSTON via PANAMA.

HAKODATE MARU ... Thursday, 23rd Aug.

TAKETOYO MARU ... Monday, 5th Sept.

## BUENOS AIRES via Singapore, Durban &amp; Cape Town, Delagoa Bay &amp; Algoa Bay.

BOMBAY via Singapore, Penang &amp; Colombo.

TOKUSHIMA MARU ... Monday, 30th Aug.

CALCUTTA via Singapore, Penang &amp; Rangoon.

## NAGASAKI, KOBE &amp; YOKOHAMA.

AKI MARU ... Saturday, 18th Sept.

## SHANGHAI, KOBE &amp; YOKOHAMA.

MALACCA MARU ... Friday, 27th Aug.

DAKAR MARU ... Monday, 30th Aug.

TAMBA MARU ... Tuesday, 31st Aug.

For further information, apply to—NIPPON YUSEN KAISHA.

Telephone: Central No. 232 (Private exchanges to all Dep'ts.).

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

SANDAKAN	... "HINSANO"	... Thursday, 26th Aug., at 10 a.m.
STRAITS & CALOUTTA	... "KUMSANG"	... Thursday, 26th Aug., at 3 p.m.
TSINGTAU via SHANGHAI	... "HOPSANG"	... Friday, 27th Aug., at 6 a.m.
POOCHOW	... "LEESANG"	... Friday, 27th Aug., at 6 a.m.
HONGAY	... "KWAISANG"	... Sunday, 29th Aug., at 8 a.m.
TSINGTAU via NINGPO & SHANGHAI	... "YATSHING"	... Wednesday, 1st Sept., at Noon.
STRAITS & CALOUTTA	... "YAMBSANG"	... Wednesday, 1st Sept., at 3 p.m.
TIENTSI	... "CHIPSANG"	... Friday, 3rd Sept., at Noon.
SANDAKAN	... "MAUSANG"	... Saturday, 4th Sept., at 2 p.m.
HAIPHONG	... "MINGSANG"	... Sunday, 5th Sept., at 8 a.m.
TSINGTAU via SHANGHAI	... "KWONGSANG"	... Wednesday, 8th Sept., at 6 p.m.
KOBE via SHANGHAI & MOJI	... "LAISANG"	... Friday, 10th Sept., at 7 a.m.
STRAITS & CALOUTTA	... "KUTSANG"	... Saturday, 11th Sept., at 3 p.m.
TIENTSI	... "CHEONGSHING"	... Wednesday, 15th Sept., at 7 a.m.
STRAITS & CALOUTTA	... "FOOKSANG"	... Wednesday, 15th Sept., at 3 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON &amp; CO., LTD.

GENERAL MANAGERS.

TELEPHONE: CENTRAL No. 215.

## GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA &amp; JAPAN SERVICE.

## OUTWARDS.

Vessel	Due Hongkong	Vessel	Discharges	Leaves Hongkong
"GLENBARRY"	31st Aug.	"GLENORLE"	...	22nd Sept.
"GLENAPP"	18th Sept.	"GLENORLE"	...	London, Rotterdam & Hamburg.
"GLENSHANE"	5th Oct.	"GLENBARRY"	...	20th Oct.
"GLENMARTINSHIRE"	16th "	"GLENBARRY"	...	London, Rotterdam & Hamburg.
"GLENBEG"	23th "			

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON &amp; CO., LTD.,

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Telephones: Central No. 215 sub-ex. 23, and Central 3936.

## THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

Service of Fast Motor Vessels

MARSEILLES, ALGERS, ROTTERDAM, HAMBURG AND SCANDINAVIAN PORTS.

m.s. "CANTON"	...	31st August
m.s. "NANKING"	...	15th Sept.

FOR SHANGHAI AND JAPAN PORTS.

m.s. "DELHI"	...	15th October
m.s. "SUMATRA"	...	18th October

For further particulars, apply to the Agents—

GILMAN &amp; CO., LTD.

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Hongkong.

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## ADMIRAL ORIENTAL LINE

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THE NEW MAIL AMERICAN STEAMERS

FOR VICTORIA AND SEATTLE

SHANGHAI—KOBE—YOKOHAMA

"PRESIDENT JEFFERSON" ... Sept. 1st, 5 p.m.

"PRESIDENT GRANT" ... Sept. 13th, 5 p.m.

TO EUROPE—£120—£112

First Class on the Pacific. First Class on America or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

FOR MANILA

"PRESIDENT GRANT" ... Sept. 5th, 5 p.m.

"PRESIDENT MADISON" ... Sept. 17th, 5 p.m.

HONGKONG AND SHANGHAI BANK BUILDING.

Telephones: Central 2477, 2478 &amp; 735.

## ELLERMAN &amp; BUCKNALL STEAMSHIP CO. LTD.,

AMERICAN &amp; MANCHURIAN LINE.

"CITY OF BARODA"

(9,570 TONS D.W.)

THE above Steamer having Accommodation for over 100 First Class Passengers will be Despatched via PHILIPPINES, STRAITS, COLOMBO and SUEZ CANAL on 6th NOVEMBER, 1926, for NEW YORK where she is due to arrive on 8th JANUARY, 1927.

For Freight or Passage Apply to—

THE BANK LINE LTD.



## SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. Arr. at H'kg. and Sailing for Shanghai and Japan	Probable Sailings from Hongkong for Marseilles
AMAZONE ... B	...	...	14th Sept., 1926.
ANGERS ... B	30th July, 1926	31st Aug., 1926	28th Sept. "
D'ARTAGNAN ... B	13th Aug. "	14th Sept. "	12th Oct. "
ANGKOR ... B	27th Aug. "	28th Sept. "	26th Oct. "
POROS ... A	10th Sept. "	12th Oct. "	9th Nov. "
CHAMBO ... B	24th Sept. "	28th Oct. "	23rd Nov. "
PAUL LECAT ... A	8th Oct. "	10th Nov. "	7th Dec. "

## RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance).  
 A CLASS (1st Class) ... 95. 0d. 0d. B CLASS (1st Class) ... 85. 0s. 0d.  
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Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (OCEAN BOATS).

s.s. "MIN" from DUNKIRK, LONDON &amp; HAVRE is due to arrive on the 23rd September.

Sailings subject to alteration without notice.

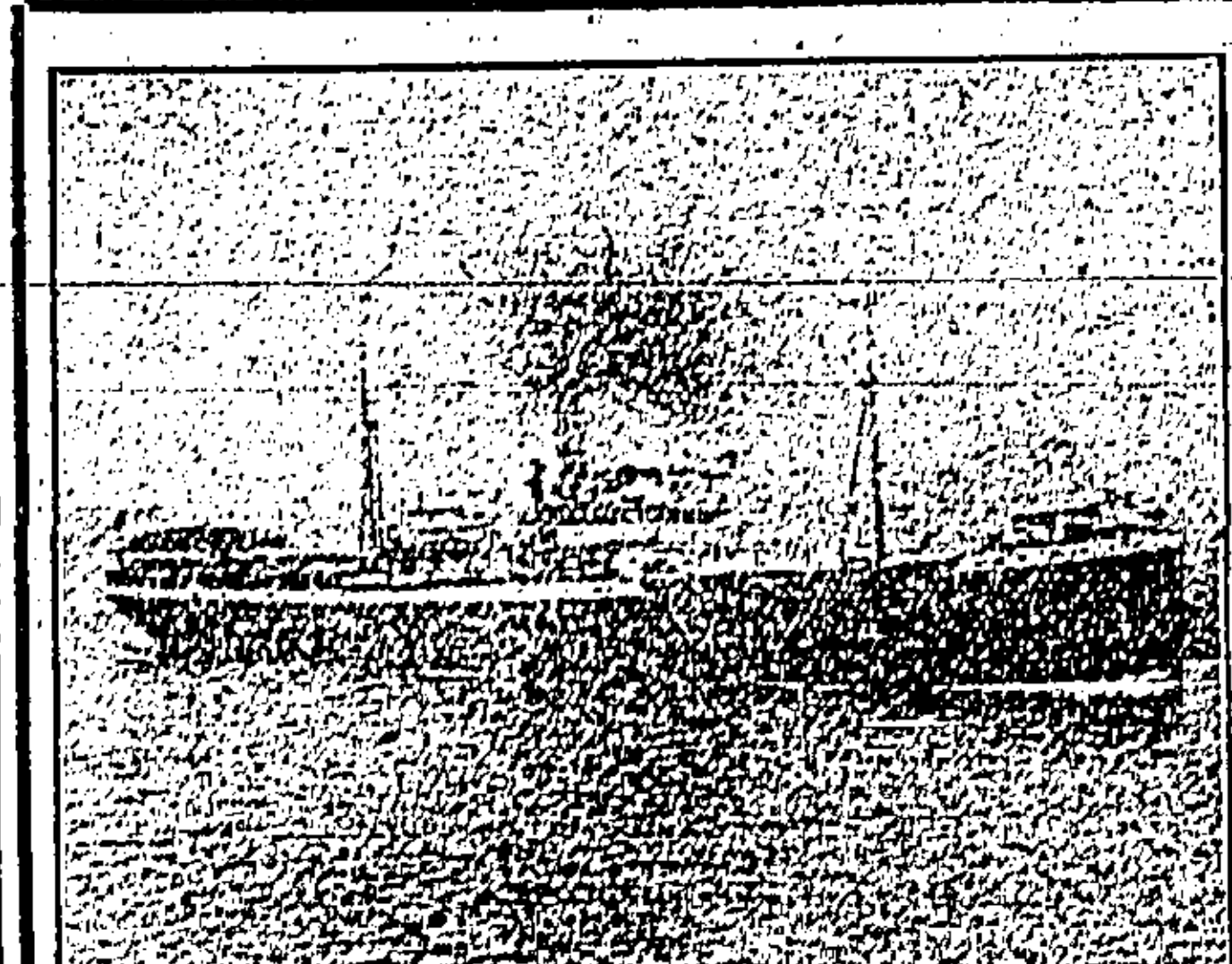
For full Particulars, apply to—

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CONSIGNATION—TRANSIT—REPRESENTATION.

(2)



## HONGKONG to BORNEO.

S.S. "LOK SUN"

Leaves Hongkong

Thursday,

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CALLING AT

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Datu, Tawao and

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Excellent Accommodation for Saloon, 1st and 2nd, and Steerage Passengers.

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**BOSTON & NEW YORK**  
**AMERICAN & ORIENTAL LINE**  
(ANDREW WAIN & Co., Ltd.)

Sailings from Hongkong  
M.V. "SPRINGBANK" ... Via Suez Canal 30th September.

**UNITED KINGDOM & CONTINENT**  
**"ELLERMAN" LINE**  
(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

"CITY OF MELBOURNE" ... From Hongkong 5th September.  
For Marseilles, Havre, London and Hamburg.

FARES TO LONDON "A" 1st Class £33. 2nd Class £20.  
"B" 1st Class £20. 2nd Class £13.

**MAURITIUS & SOUTH AFRICA**  
**ORIENTAL-AFRICAN LINE**

STEAMERS From Hongkong October.  
Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.  
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Oshana, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Lourenco Bay, Walvis Bay, and Madagascar.

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Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.  
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

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Tel. Cent. 4791

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IMPROVED SERVICE

BY FAST MOTOR VESSELS

TO  
**BOSTON**  
**NEW YORK**  
**PHILADELPHIA**

M.V. "CHINESE PRINCE" ... Leave Hongkong 5th Sept., 1926  
M.V. "MALAYAN PRINCE" ... 8th Oct., 1926

For Freight and Full Particulars, apply to—

**FURNESS (FAB EAST), LIMITED.**

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Telegrams: Furnprince.

King's Building.

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of the United Netherlands  
Navigation Company.



Regular Four-weekly Service between  
Japan, Vladivostok, China, Hongkong, Manila, Singapore  
and  
Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and  
North Continental Ports

**ARRIVALS FROM EUROPE:**

M.V. "OUDERKERK" ... 20th September.  
M.V. "SIMALOER" ... 18th October.

**SAILINGS FOR EUROPE:**

M.V. "ZOSMA" ... 4th September.  
M.V. "OOSTERKERK" ... 2nd October.  
M.V. "OUDERKERK" ... 30th October.

All Steamers have a Limited Accommodation for Passengers.  
For Freight, Passage, and further Particulars, Please Apply to—

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Telephone Central No. 1574.

Agents, York Building

[1]

**P. & O. British India**  
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(COMPANIES INCORPORATED IN ENGLAND).  
**MAIL AND PASSENGER STEAMERS**  
**TAKING CARGO FOR**  
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CON-  
STANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.  
**PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT**  
**ROYAL MAIL STEAMERS**  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"MACEDONIA"	11,089	4th Sept. Noon	Marseilles and London.
"NAGPORE"	5,283	10th Sept.	Mars. Ldon, Hamb., E. Ham. Antw. & Hull.
"MALWA"	10,941	18th Sept.	Marseilles & London.
"KIDDERPORE"	5,334	23rd Sept.	Singapore, Penang, Colombo & Bombay.
"NELLORE"	6,853	29th Sept.	Singapore, Penang, Colombo & Bombay.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London, Antwerp & Hull.
"MOBEA"	10,918	16th Oct.	Marseilles and London.
"KHYBER"	8,114	30th Oct.	Marseilles, London and Antwerp.
"NYANZA"	7,943	30th Oct.	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,902	13th Nov.	Marseilles and London.
"DEVANHA"	5,155	14th Nov.	Singapore, Penang, Colombo & Bombay.
"KARMALA"	9,128	27th Nov.	Marseilles, London and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELTA"	8,097	23rd Dec.	Singapore, Penang, Colombo & Bombay.
"KHIVA"	9,135	23rd Dec.	Marseilles, London and Antwerp.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.
"MOBEA"	10,918	5th Feb.	Marseilles, London and Antwerp.
"KASHGAR"	9,005	19th Feb.	Marseilles and London.
"MANTUA"	10,902	5th March	Marseilles and London.
"MONGOLIA"	15,504	19th March	Marseilles and London.
"MACEDONIA"	11,120	2nd April	Marseilles and London.
"KARMALA"	9,128	15th April	Marseilles, London and Antwerp.
"MALWA"	10,940	30th April	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

**BRITISH INDIA-APCAR SAILINGS**

Steamship	Tons	From Hongkong (about)	Destination
"TAKADA"	6,948	8th Sept.	Singapore, Penang and Calcutta.
"SANTHA"	7,754	14th Sept.	do.
"TILAWA"	10,906	20th Sept.	do.
"TALAMBA"	5,018	24th Sept.	do.
"SHIRALA"	7,841	3rd Oct.	do.

**EASTERN AND AUSTRALIAN SAILINGS (SOUTH)**

Steamship	Tons	From Hongkong (about)	Destination
"TANDA"	6,956	27th August, 4 p.m.	Manila, Sandakan, Thursday Island.
"ST. ALBANS"	4,500	1st Oct.	Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,000	29th Oct.	do.

\* Calls at Kolombangara.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolombangara, Tawee, Timor, Durban, or other ports en route as indicated.

Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI AND JAPAN**

Steamship	Tons	From Hongkong (about)	Destination
"TILAWA"	10,906	25th Aug. 8 a.m.	Amoy, Moji, Kobe and Yokohama.
"JEYPORE"	5,318	30th Aug. 8 a.m.	Moji and Kobe.
"NELLORE"	6,853	31st Aug. 8 a.m.	Shanghai, Moji & Kobe.
"KASHGAR"	9,005	1st Sept.	Shanghai, Moji and Kobe.
"TALAMBA"	5,018	5th Sept.	Kobe.
"ST. ALBANS"	4,500	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"SHIRALA"	7,841	13th Sept.	Shanghai, Moji and Kobe.
"MOBEA"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"NYANZA"	7,943	26th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	8,114	1st Oct.	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th Oct.	Moji, Kobe, Osaka and Yokohama.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji and Kobe.
"MIRZAPUR"	6,715	23rd Oct.	Shanghai, Moji and Kobe.
"KARMALA"	9,128	29th Oct.	Shanghai, Moji and Kobe.
"DEVANHA"	5,155	30th Oct.	Shanghai and Kobe.
"TANDA"	6,956	2nd Nov.	Moji, Kobe, Osaka and Yokohama.
"KHIVA"	9,135	14th Nov.	Shanghai, Moji and Kobe.
"NELLORE"	6,853	15th Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	23rd Nov.	Shanghai only.
"DELTA"	8,097	27th Nov.	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	7th Dec.	Moji, Kobe, Osaka and Yokohama.
"MALWA"	10,941	19th Dec.	Shanghai, Moji and Kobe.
"NYANZA"	7,943	13th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Moji, Kobe, Osaka and Yokohama.
"ARAFURA"	6,000	4th Jan.	Shanghai, Moji and Kobe.
"MOBEA"	10,918	7th Jan.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	21st Jan.	Shanghai, Moji and Kobe.
"TALAMBA"	10,902	4th Feb.	Shanghai, Moji and Kobe.
"TANDA"	6,956	8th Feb.	Moji, Kobe, Osaka and Yokohama.
"MONGOLIA"	15,504	17th Feb.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,120	4th March	Shanghai, Moji and Kobe.
"ST. ALBANS"	4,500	8th March	Moji, Kobe, Osaka and Yokohama.
"DEVANHA"	5,155	12th March	Shanghai, Moji and Kobe.
"KARMALA"	9,128	15th March	Shanghai, Moji and Kobe.
"MALWA"	10,940	1st April	Shanghai, Moji and Kobe.
"ARAFURA"	6,000	5th April	Moji, Kobe, Osaka and Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
\*Passengers for Hongkong must delay their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.  
Steamers on London and Australia Lines are fitted with Laundries.  
Parcels measuring not more than 9 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—  
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P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1]

**DOUGLAS STEAMSHIP CO., LTD.**

**HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

**REGULAR SERVICE** of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

**FOR AMOY & FOOCHOW**

AND RETURN.

(Occupying 8 to 9 Days)  
HAIYANG ... Friday, 27th August, at 4 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).  
Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

**DOUGLAS LAPEAIRE & CO.**  
General Managers.

[2]

**CHINA NAVIGATION CO., LIMITED.**

Steamship	Tons	From Hongkong (about)	Destination
HOLHOW & HAIPHONG	...	On 27th Aug.	10 a.m.
SHANGHAI & TSINGTAO	...	On 29th Aug.	6 a.m.
BANGKOK	...	On 29th Aug.	6 a.m.
WEIHAIWEI, CHEFOO & TIENSIN	...	On 29th Aug.	4 p.m.
SHANGHAI	...	On 29th Aug.	6 a.m.
AMOY & SHANGHAI	...	On 31st Aug.	6 a.m.
AMOY & SINGAPORE	...	On 31st Aug.	6 a.m.
SWATOW & SHANGHAI	...	On 31st Aug.	3 p.m.
AMOY & SINGAPORE	...	On 3rd Sept.	6 a.m.
SHANGHAI & TSINGTAO	...	On 4th Sept.	6 a.m.
SHANGHAI	...	On 5th Sept.	6 a.m.
BANGKOK	...	On 6th Sept.	6 p.m.
AMOY & SHANGHAI	...	On 7th Sept.	6 a.m.
AMOY & SINGAPORE	...	On 7th Sept.	8 a.m.

For Freight or Passage apply to—

**BUTTERFIELD & SWIRE.**

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Agents.

CARGO AND PASSAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE. [4]

**AUSTRALIAN-ORIENTAL LINE, LTD.**

"CHANGTE" & "TAIPING"

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

**HONGKONG TO AUSTRALIAN PORTS,**

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DEPART HONGKONG ON OR ABOUT	SAILING HENCE ON OR ABOUT
TAIPING	10th September	17th September
CHANGTE	8th October	16th October
TAIPING	9th November	17th November
CHANGTE	10th December	17th December

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**DODWELL & CO., LTD.**

**NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "BOLTON CASTLE" ... on or about 19th September.

**LLOYD TRIESTINO.**

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR

BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND

DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS "B" CLASS

**NEXT SAILINGS.**

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

S.S. "FIUME I" ... on or about 4th September.

M.V. "VIMINALE" ... on or about 5th October.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

S.S. "ROSANDEA" ... on or about 9th September.

S.S. "FIUME I" ... on or about 30th September.

M.V. "VIMINALE" ... on or about 30th October.

**NATAL LINE OF STEAMERS**

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" ... Sails from Calcutta 31st August.

S.S. "UMZUMBI" ... Sails from Calcutta 30th Sept.

Regular Passenger and Cargo Service to South African Ports.

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**BOSTON NEW YORK & BALTIMORE**

Joint Service of the

**BLUE FUNNEL LINE**

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**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

Steamship	Tons	From Hongkong (about)	Destination
S.S. "DEUCALION"	...	Via Suez Canal	27th August
S.S. "ANTIOCHUS"	...	Via Suez Canal	10th September
S.S. "CITY OF EVANSVILLE"	...	Via Suez Canal	24th September

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

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**HONGKONG AND CANTON** **JARDINE MATHESON & CO., LTD., CANTON.**

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